

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, Editor.

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half of the convertibles held by them. Otherwise they are shut out of the mortgage and their securities may be rendered entirely worthless. Now

it strikes us that here is a great wrong, and a very great hardship. The holders of the convertibles took them, thinking that they would furnish sufficient means to build the road. They now find out their mistake, and that a new class of creditors are to come in and take precedence of them, and unless they make a new contribution, defeat their claims altogether. They may be too poor, and, probably, many of them are, to take any part of the new loan, and must pay the penalty for their poverty by losing what little they have.

Clearly the company could not have sold their convertibles had it for a moment been supposed that a preference would have been given to a further loan. We think, from the acts of the company the public had a right to infer that the convertibles would furnish a sum sufficient to complete the road. They were sold therefore under a representation, or supposition of facts, that have been shown to be without foundation. The company would be the less censurable, had they kept the public informed as to their wants and the condition of the road. But upon all such matters they have maintained an unbroken silence. A person might as well attempt to guess the cost of the Pyramids as that of the Hudson River Railroad. To take advantage of their own wrong and spring a trap upon an unsuspecting public, is wrong in itself, is discreditable to the parties. It cannot be defended; only explained away on the ground of *necessity*.

But why are the holders of the floating debt of the company to be preferred? Certainly, their equities are less than those of the holders of the funded debt. They trusted the company with a debt of \$8,000,000 hanging over it which the purchasers of the convertibles would not have done. They trusted the company without security, which is now to be given to them at the expense of a meritorious class of creditors. The reason of this preference, we presume, is that the holders of the floating debt are the officers of the company and their particular friends, who we contend, have less claim for preference than outsiders who trusted the company upon an assumed condition of affairs since proved to be incorrect, and known to

such by the holders of the floating debt, who had the power of taking care of themselves, if anything should go wrong.

Now we believe in the ultimate success of the Hudson River Railroad, and that both the principal and interest of its funded debt will be met as stipulated, but such belief is no apology for an act which stripped of all subterfuge, cannot be defended upon any principle of fair dealing.

From facts that have come to our knowledge since the above was written, we think it may turn out that we have spoken *too* favorably of the prospects of the above company. We are not certain that there are not parties in the direction whose interests are hostile to those of the stock, and convertible bond holders. Why should leading men in the steamboat business on the river, which is the great competitor of the road, seek a place in its direction unless it be their object to embarrass the operations of a work which threatens to ruin their business? We also find in the direction Presidents of two roads, and the leading director in another, the business of all of which would certainly be increased were the Hudson River Road out of the way. We should like to have these questions answered. Certainly the interests of all the directors named are strongly opposed to the success of the Hudson River Road. To make way for these men, others were left out whose interests and those of the road were certainly identical. The Hudson River Road forms, with the Central, a great line of travel west. The President of the latter, therefore, very properly had a place in the directory of the former. Yet at the last election he was left out and, the great man in the Erie Road took his place. Now, we confess we are too green to see any other reason for this change, but the obvious one, to get possession of a *rival* for the purpose of strangling it. If there be any other we should like to be let into the mystery.

It is not to be concealed that the Hudson River Road is in a ticklish position. Although the road has cost some \$13,000,000, any party who will make up a purse of \$500,000, or, probably \$250,000, can control it. The stock which is but a little over \$8,500,000 is selling at 35 per cent., which is equivalent to about \$1,000,000 for the

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO., NO. 9 SPRUCE ST.

New York, Saturday, November 18, 1854.

Hudson River Railroad.

No men stand higher in this community than the directors of the Hudson River Railroad, but we think they have been guilty of an act in bringing out their *new* loan which cannot be defended upon any other ground than that of *necessity*. Some two years since, the company made an issue of convertible bonds to the amount of \$2,000,000, which carried their funded debt to \$8,000,000, and the entire cost of the road to nearly \$12,000,000. As the estimate of the company, made so late as the fall of 1849, placed the total cost of the road at something less than \$8,000,000, the takers of the convertible bonds had a right to suppose, and did suppose that they would produce a sum sufficient to complete the road. They were sold at 90, but they have still left a floating debt of about \$1,000,000, and the road still unfinished. Only a small portion of the double track between Poughkeepsie is yet completed. To meet the floating debt and to provide for their future wants, the company have made a further issue of *third* mortgage bonds, which take precedence of the convertibles. The company provide to be sure that the holders of the convertibles *may* exchange the *unsecured*, for *mortgage* bonds, provided they will take an amount of the *new* loan equal to one-

whole. Now to crush the road the steamboat interest would not hesitate to instantly sacrifice this amount. But one-half of this sum will give it the command of the road. As things go, \$250,000 would probably be all that would be wanted, a mere bagatelle compared with the objects to be gained. In aid to the steamboat interest comes that of the Erie and Harlem Railroads, which all pull together. If therefore the thing suggested is not already consummated, the parties interested have not shown their usual conduct and dispatch in such matters.

We think under these circumstances, that before asking any more money from the public, the company should show their hands. The sum last estimated as necessary to complete the road was \$7,800,000, or therabouts. This amount has been nearly doubled, and the road is still far from completion. Now where has all this money gone? Echo only can furnish an answer—not any statements furnished or put forth by the company. They remain dumb; or if they say anything, they only make the matter worse. They are now before the market for money, and as an inducement to take their bonds, they gravely tell the public that the road does not earn the interest on its debts! Does not this look like a deliberate attempt to discredit the company; and if so, for what objects?

The relation that this company has sustained toward the public is disgraceful to any project. Irrespective of all estimates they go on spending all the money they can get. For what objects? Who that is not in the direction knows anything about the affairs of the company? We know large holders of their bonds who purchased on the strength of the names of the parties connected with the road, who know no more about the interior management of the company, than about the interior of Japan. But this state of things can go on no longer. The company can get no more money, unless it be at the sacrifice of the convertible bonds in the manner stated. They are not entitled to any, unless they furnish satisfactory pledges as to its application, and as to the policy that is to guide in the management of the road. Who now control the road? Owners of North River steamboats; managers of the Erie and Harlem Railroad; or parties sincerely desirous to advance the interests of the work? What is the malign influence that keeps up such a constant change of subordinate officers. Why does the road change its superintendent every six months? Why do men who have acquired a good reputation on other roads, fail to give satisfaction here? There is a screw loose somewhere. The directors are either incompetent to select suitable servants, or they do not know when they are well served.

Notwithstanding what has been said, the road possesses elements of success. Shall these be allowed to save it?

Railroads Completed.

Two important lines of railroad in Ohio have been opened for business in the past week—the Central and the Ohio and Indiana. We shall give an account of opening celebration next week.—The Steubenville Railroad is also nearly, if not quite completed. Ohio is rapidly bringing her works to a close.

New York Wrought Iron Railroad Chair Works—Jersey City.

It is but a very few years since Jersey City was deemed quite an insignificant suburb of her great neighbor opposite, and was looked upon as one which could never become of great consequence, being built upon a point of land which projected into the river and flanked on either side by low marshy grounds which were often submerged at high-tides. We were agreeably surprised then, upon a recent visit, to notice the changes of ten or twelve years. In the place of a small suburb consisting of a handful of houses on the point of rising ground with two manufactoryes of iron and glass on the lower bay, we discovered a large and flourishing city, extending over the Harsimus flats to Bergen Hill; Northward to an easy junction with Hoboken, while Southward, its limits are rapidly nearing Bergen Point and Newark Bay.—On the shores we saw the spacious Cunard docks, the docks of the various Railway companies in all stages of progress from commencement to completion and numerous private wharves for the convenience of manufacturers and tradesmen. Here, is received all the immense traffic of the Erie, the Union, the Morris and Essex and the New Jersey Railway Companies. Here are their engine houses and their repair shops for this terminus, giving employment to hundreds of laborers and mechanics. The marshy grounds on the northern flank of the point above mentioned have been filled up, and the flats extended far out into the bay, so that its waters now afford admirable facilities for the shipment of the heavy products of the various manufactoryes which are ranged along their border. Thus it is seen that the very impediments which it was formerly supposed lay in the way of its considerable growth have been converted into its greatest aids.

On either bay, as we have chosen to designate the waters which flank the city on the North and South, are situated numerous furnaces and manufactoryes which have sprung into existence in answer to the increasing demands for their products. They are principally stocked and sustained by New York capital, while Jersey City has been chosen as the site for their location on account of its comparatively low rents, cheap fuel, greater advantages for shipment in all directions, &c.

Among other establishments we noticed the New York Locomotive Works, and the New York Wrought Iron Railroad Chair manufactory. As their names indicate they are both the creations of New York capital and the principal offices of the works are kept in this city.

We were particularly interested in the Chair Works which we saw in full operation and which we will endeavor briefly to describe, reserving for another article what we saw at the locomotive shop.

Railroad chairs, which are now so generally used for holding the ends of the rails in adjustment where they come together in forming the track were at first, whether they were composed of cast or wrought iron, made after very awkward and clumsy patterns involving much expense without affording requisite security. But, like all other portions of Railway equipment, vast improvements have been made, till now, we have railroad chairs made entirely of wrought iron, of the exact dimensions of the rail, (a pattern section of

which is given with the order,) as light as is consistent with safety and perfect security of the rail ends from displacement, and the whole work is done by machinery, without a single blow from a hammer in the hand of man.

The New York Wrought Iron R. R. Chair Company have a shop one story in height about 45 × 50 feet containing a small furnace or oven in the back part, a twelve horse power engine at one side a pair of huge shears about in the centre, a large punch with two points some six feet back from the shears and a sort of nondescript machine in front of the oven, or furnace, we suppose it is more properly termed, which is in reality the chair maker. The shears, punch and furnace prepare the material and the huge, uncouth, ungainly looking thing denominated nondescript finishes the chair at one revolution.

By the politeness of Mr. BENJ. T. SMITH, the Superintendent, we saw the *modus operandi*, as follows:

A load of wrought bars is thrown in at the door; one of these bars, about 6 inches wide and half inch thick, is raised by one man and placed on a roller-frame of the height of the shears toward which it is rolled, and by means of which, with a gauge, it is measured and cut into pieces of equal length, say about eight inches. These are taken by another man, who places them one by one, first one side and then the other, in the punch, by which the four necessary spike holes are made neatly and smoothly without defacing or stretching the other parts of the plate at all. About one hundred and fifty of these are now put into the furnace and gradually brought to a red heat, occupying from half to three-fourths of an hour.—When the proper degree of heat is attained, they are passed from the furnace to the cutting and bending machine, which finishes them. This process requires the whole force of the shop—four men; one to haul them to the mouth of the furnace, another to pass them to an iron stand, so that the third may seize them at a particular point to place them rightly in the machine, and a fourth to catch them as they pass out, and toss them over upon a bed of sand near the scales to cool, after which they are strung up, weighed, and are ready for shipment to any part of the world.—One set of this apparatus can turn out about 10,000 chairs per week, of ten hours per day with the aid of four men. The last apparatus, as mentioned in the above manufacture, or the cutting and bending machine, was invented by Mr. W. M. VAN ANDEN, of Poughkeepsie, N. Y., and was patented about a year since. We regard it as one of the most ingenious contrivances we ever saw, performing all its requirements with the utmost precision and exactness. Mr. VAN ANDEN has disposed of his right to this important invention to the N. Y. W. I. R. R. C. Co.

The machine alluded to consists of a suitable frame, a shaft propelled by power, on which is secured a cam for operating a lever for depressing the die for holding the metal while being cut by a pair of roller shears, which are forced upwards by a second lever, operated by a second cam, also on the driven shaft; the operation of the rollers being to cut the grain of the metal more perfectly than by a fixed or punching cutting arrangement and, at the same time, increasing the thickness of the metal which is cut to be formed into the lips

of a chair; also, in combination with the said roller shears, two adjustable benders secured at each side of the machine for the purpose of bending the lips of the chair, and giving them a proper and finished shape, as they are cut and raised by the roller shears, so as to give them the form of the dies from which the chair is discharged by a forked rod attached to the end of a connecting rod, working on the main driving shaft, as the shears benders and die are restored to their original position. The operation of this machine will be made more clear to the mind by looking at the cut of the chair in the advertisement of the Company.— One of the most important features in the chair is the contraction of the iron lip into greater thickness and consequent strength, by the process of cutting and bending, instead of the natural result of drawing and weakening it just where the greatest strength is required. Having the curiosity to test this matter, we tried some of those chairs which we saw made, and found the thickness of the bend of the lip increased about one-eighth of an inch above the original thickness of the bar.— The natural tendency of such a bend would be to decrease it in about the same degree. So long as the present patterns of rail are used, strong and are satisfied that the one we have just described reliable chairs are of the greatest importance, and we at such length is of that character. The office of the Company, where Mr. JACOB ROWE, the President, can be found, is No. 8 Beaver.

American Securities abroad.

We have been permitted to make the following extracts from a private letter addressed to a Banking house in this city from a leading German House to which we invite attention.

"Messrs. M. & S.

GENTLEMEN—We hope the gradual improvement of your money market and quotation of stocks will continue. Here, transactions in American securities are very limited, and the German Press more than ever feels called upon to direct the general opinion against them by all sorts of articles made up of truth and fiction; showing knowledge on some points, but ignorance on a great many others, but all tending to frighten the holders of American securities.

The great question now is, what measures will the railroad companies take to place the owners of mortgage bonds on a safe footing; and what plan will be adopted to pay off their loans as they may mature; as the best answer to all such questions we have been able to obtain is, that such companies as may have the good fortune to finish their roads will be able, from a credit due to their success, to borrow, or renew at a low rate of interest, loans that were contracted at high rates.

Answers to those questions, by events that have recently taken place are more urgently demanded; and we hope the efforts of the leading Banking Houses in your city will be directed to secure the creation of *sinking funds*, without which, you may be assured no further loans can be sold here. Railroad companies cannot hope for success unless they come before the public with their finances better regulated than heretofore. Unless the proper reforms are effected, we must side with the opposition, or may have to become the leaders of it.

It would be very desirable if the crisis which

agitates the money market throughout your whole country, could be made the occasion for a better regulation of your financial affairs.

In this country the people do not forget what they have experienced so easily as Americans do; and they will be careful when they have committed one mistake not to get caught a second time; especially since the Buffalo and New York City Railroad has given proof that holders of mortgage bonds meet with many difficulties in prosecuting their claims, and are not even safe in the possession of their property against the interests of the directors, which is sold to pay their private claims.

Yours

H. K. & CO."

These above suggestions are very proper, and we have no doubt the present *crisis* will form the occasion for a better regulation of their finances by our railroad companies. There is abundant need of reforms, and the stringency in the money market, and the low prices of railroad property of all kinds, will direct attention to railroad management, which, with high prices, and good times, might have almost entirely been neglected. We are certain, from the reforms that have been effected and are steadily going on, that railroad property is much more valuable now than it was six months ago, or than it would have been with an easy money market and quotations at par, for securities that are selling at 50 cents on the dollar. There is a double inversion. *Values* have gone up, while *prices* have gone down. Witness the Erie Railroad. Are not the bonds of this company which are now selling at 70, worth more under the new *regime*, with prudent management, and with an application of a-half a million a year to a sinking fund, than when they were at par, and the company rushing onward in their headlong career. When the bonds were the highest, the policy that characterized the company was a false one, that, pursued, could end in no other way than disastrously. Now that it is a sound one, which renders the securities safe beyond a peradventure, they are at a discount at 30 per cent. We presume to say that the case cited, which is a very palpable illustration of the point under discussion, is equally applicable to a great many other roads whose securities are equally depreciated, the extent of which depreciation is regarded as the measure of the loss of the holders, while in fact they are never so well off as at the present moment. The present *market* price is no criterion of *value*, as we have shown. If the purchaser has all that he contracted for; if the road into which he purchased is doing as well as he supposed it would do, what has he to complain of. Not of a mistake of judgment, for he has committed none; nor that he has not a good security; nor that he is in any danger of losing either his principal or interest; only if he had his money in hand, he could make a better bargain now than formerly. But unless the roads had been built he could not now have had them at a lower price. Had he withheld his purchases, there would have been no roads to buy into. A man cannot eat his cake and have it at the same time.

We have in previous numbers attempted to account for the present low price of securities. We shall again refer to this matter. With regard to the few lapses that have taken place in the pay-

ment of interest on bonds, we may safely challenge the world to show any kind of business where there have been so few failures as among our railroads. It must be remembered that there are over 300 railroads in operation in the United States, and 100 more in progress, upon many of which large sums have been expended. Estimating their funded indebtedness at only \$10,000 per mile, for 25,000 miles in operation and progress, or \$250,000,000 on the whole, there is not one per cent. of this amount that is not sufficiently secured. It would be hard work to show where one-half per cent. of this sum is in danger of being lost. The average of these securities bear on their face seven per cent. interest and upwards. The purchasers got them at rates that yield them over 8 per cent. It may be safely affirmed therefore that, under any contingencies, with all possible losses, the holders of our securities will secure at least seven per cent. on their entire investments. We should like to know any kind of investments that in the long run pay so well.

We shall pursue this matter in a future number of the JOURNAL.

York and Cumberland Railroad

The following is an estimate of the amount required to meet the liabilities of the York and Cumberland Railroad Company, and complete the road, in case judgment shall be rendered in favor of Myers:

Present floating debt, including coupons overdue	\$100,000
Myers' award, say	165,000
Cost of completing the road,	viz:
Land damages	\$28,000
Fencing	26,000
Buildings, &c.,	7,000
Construction, 35 miles, Saco River to Great Falls, \$25,000 per mile, Wood's contract	910,000
	\$970,000
Less, estimated value of work done on Western Division...	70,000
	900,000
Aggregate required.....	\$1,165,000

RESOURCES, VIZ:	
Bond payments, \$13,000 per mile, for 35 miles.....	\$455,000
Stock payment, \$6,500 per mile. 227,500	682,500

Cash required	\$482,500
Estimated available amount of uncollected subscriptions to the present stock	535,000
Contribution from present stockholders, 6000 shares.....	300,000
Contribution from present bondholders, 33 1/3 per cent. on \$343,000.....	214,000
New stock subscriptions, say	\$485,500

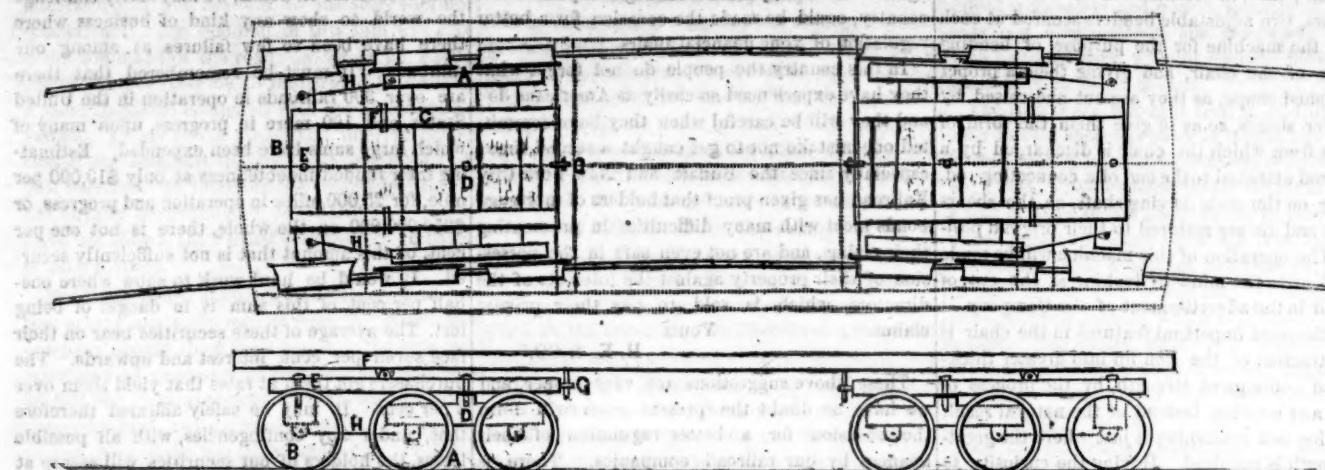
Upon obtaining and applying the resources above indicated, the credit of the company would be promptly restored, and its securities would have value in the market.

The early completion of additional divisions of the road, would enlarge the net income, to an extent sufficient to meet the current interest on the Company's bonds.

Satisfactory assurance can be given of the entire completion of the road, within twelve or fifteen months, after securing the cash contributions and subscriptions as above proposed.

In that case the shareholders and bondholders may entertain the most reliable confidence that the *whole amount* invested in this enterprise will become productive and available, within a very early period after the complete line is put in operation.

G. D. Smith's Six-wheel Car Truck.



G. D. Smith's Six Wheel-Car Truck.

Fig. 1 represents the car on a curve—it is an ordinary four wheeled truck—B. is an additional pair of wheels, which are slightly conical about half their breadth, or thickness—C. is a frame, bearing on the truck at D. and on the additional pair of wheels at E. This frame is always held in a line with the car body (represented by the dotted lines,) by the bearing at F. and also by the pin in the end of the frame at G. which plays up and down in a guide attached to the car body, thereby making the bearing uniform in case of any unevenness in the rails &c.

It will be observed that when the car is on a curve these leading wheels will be carried over the outer rail, just in proportion to the radius of the curve and the distance between the points D and E—consequently the wheel on the outer rail is increased in diameter, and at the same time

brought in the right position to turn the curve, as effect of which would be to crowd the main truck from the outer rail, by pulling on one rod and curve, whatever may be its radius—this is accomplished by the bars H. connecting the leading axles with the main truck, being set at an angle.

When the car is on a straight line, the conical parts of these wheels are altogether inside, or between the rails, allowing them to run on their flat surfaces with the common track. Now if the whole weight rested on the two axles next to the ends of the car it would naturally turn the curve, without flanges or any thing else to guide it, but as half the entire weight (in the cut) is on these axles, the bearing being about half way between the points D. & E, then half the weight is in the right direction, or in like proportion. If these wheels increase in diameter a little more than to overcome the difference in the two rails, the outer wheel would incline to travel still faster—the ef-

fect of which would be to crowd the main truck pushing on the other, this axle turning on a bolt immediately over its centre at E.

It will be observed from the foregoing cut and description, that the object of Mr. SMITH's invention is to aid in running curves without breaking axles, by increasing the diameter of the outer wheel, so that it will travel the increased distance of the outside of the curve with the same number of revolutions that it requires to traverse the inner rail with a lesser diameter. This operation relieves the main truck of one half its load and relieves the main truck of one half its load and constantly attracts it in the direction of the curve. We bespeak for this invention the careful attention of railway engineers and practical men as one of the numerous and not least meritorious projects for security against broken axles and wheels and the accidents resulting therefrom.

Journal of Railroad Law.

FRAUDULENT OVER-ISSUES OF STOCK.

The first of the two following decisions, borrowed from the N. Y. Times, discloses a distinguished jurist's (Judge Oakley's) opinion concerning the vexed legal question of the day:

Harlem R. R. Co. vs. Kyle.—The facts in this case are probably sufficiently familiar to the public. Mr. Kyle, Secretary of the Harlem Railroad Co., was arrested on a complaint and affidavits setting forth the facts of the issuing of fraudulent stock. Shortly after his arrest, he moved, without putting in any answer, to be discharged from arrest, and the motion was denied. He then put in an answer, denying many of the allegations of the complaint. The motion for a discharge of the order of arrest was then renewed and denied at Special Term *pro forma*. The case now comes upon appeal from this order at Special Term, denying the motion to discharge Kyle from arrest. The opinion of the Court was rendered by

OAKLEY, C. J.—Who, after stating the facts in the case, proceeded substantially as follows: The answer does not deny the fraudulent issuing of the stock, but the defendant insists that the Company as such is not injured by the fraud. The complaint contains an allegation to the effect that this fraudulent stock cannot be distinguished from the genuine, and that therefore the Company believe that they will be obliged to assume the fraudulent stock. The fact that this stock cannot be distinguished from the genuine is not denied by the defendant. And the question is whether there is such a probable cause of action by the Company against the defendant as will warrant his arrest. If it is true that the fraudulent stock cannot be

distinguished from the genuine, it is difficult to see how the Company can possibly refuse to receive the stock. It would seem to follow, if this is the case, that the defendant would be responsible. We think, as at present advised, that a sufficient case is made out to hold the defendant to arrest.

Motion to discharge the order of arrest denied.

ACTIONS FOR LOSS OF LIFE.

Safford vs. Newton.—This was an action brought by Chester Safford, personal representative of George R. Safford, to recover damages under the statute for the loss of life of George R. Safford, through the negligence of the defendants, who are the owners of the steamboat *Empire*, running between this City and Troy. The deceased was scalded to death on this boat by steam which escaped from the boiler into his state-room. The accident was caused by a collision with a sloop.

This complaint stated that the plaintiff was the son of the deceased, but did not state that he was his next of kin, or that he had legal capacity to sue, nor did it state any pecuniary damage. The defendant for these reasons demurred.

OAKLEY, C. J., rendered the opinion of the Court. He said that the practice in relation to complaints of this character was not well settled. Complaints had been tried without these averments—the matter being open to proof upon the trial—and there had been cases where the complaint particularly set forth pecuniary damage, and the plaintiff's legal capacity to sue as next of kin.

The Court, however, had come to the conclusion, and such would be the rule of practice which they would hereafter adopt, that it was necessary that the complaint should contain these averments.

Judgment on the demurrer, with leave to the plaintiff to amend his complaint. Costs abide the event.

THE RIGHT OF WAY.

A suit was lately tried in the Superior Court, in which the 8th Avenue Railroad Co. was plaintiff, and Michael Tracy defendant, for detaining the cars by traveling upon the track. Judge Oakley charged the jury that such hindering of the cars is illegal. A verdict was awarded to plaintiffs of \$50.

LIMITATION OF RAILWAY CHARTERS.

In the case of Tolman against the Eastern Counties Railroad Company, a bill was filed by a shareholder in the English Court of Chancery, to restrain the directors of the company from completing a contract they had made, or were about to make, with a steam packet company, in order to provide communication between the port of Harwich, in England, (one of the termini of the company's road,) and different ports on the continent. An injunction was granted, as prayed for in the bill. On a motion to dissolve this injunction, Lord Langdale, Master of the Rolls, held; That the Directors of the Eastern Counties Railway Company had no right to enter or pledge the funds of the company in support of any project not *pointed out by their act*, although such project might tend to increase the traffic upon the railway, and although assented to by a majority of the shareholders, and although the object of such project might not be against public policy; and that *acquiescence* by the shareholders in a project, for however long a period, afforded no ground whatever for the presumption that such project was legal.

Sir John Jervis, Chief Justice of the Court of

Common Pleas in the case of "The East Anglian Railway Company" against "The Eastern Counties Railway Company" said:

"This act is a public act, accessible to all, and supposed to be known to all—and the plaintiffs (a corporation) must therefore be presumed to have dealt with the defendants (also a corporation) with a full knowledge of their respective rights, whatever these rights may be. It is clear that the defendants have a limited authority only, and are a *corporation only*, for the purpose of making and maintaining the railway *sanctioned by the act*, and that their funds can only be applied for the purposes directed and provided for by the statute."

* * * "They cannot engage in any new trade, because they are a corporation *only* for the purpose of making and maintaining the Eastern Counties Railway. What additional power do they acquire from the fact that the undertaking may in some way benefit their line? Whatever be their object or prospect of success, they are still but a corporation for the purpose only of making and maintaining the Eastern Counties Railway; and if they cannot embark in new trades because they have only a limited authority, for the same reason they can do nothing *not authorized* by their act and not within the scope of their authority.—Every proprietor, when he takes shares, has a right to expect that the conditions upon which the act was obtained will be performed—and it is no sufficient answer to a shareholder, expecting his dividend, that the money has been expended upon an undertaking which, at some remote period, may be highly beneficial to the line." * * *

"If the contract is illegal, as being contrary to the act of Parliament, it is unnecessary to consider the effect of dissenting shareholders, for, if the company is a corporation only for a limited purpose, and, a contract like that under discussion is not within their authority, the assent of all the shareholders to such a contract (though it may make them all personally liable to perform such contract) would not bind them in their corporate capacity, or render liable their corporate funds."

In *Salomons against Laing*, Lord Langdale said: "A railway company incorporated by act of Parliament is bound to apply all the moneys and property of the company for the purposes directed and provided for by the act, and for no other purposes whatsoever." The same principle was adopted by Lord Cottonham in *Bagshawe against the Eastern Union Railway Company*; by Lord Cranworth in *Beman against Rufford*. The same principles have been adjudicated by the Supreme Court at Washington in the leading cases of *Dartmouth College against Woodward*; *Bank of Augusta against Earle*; and *Charles River Bridge against the Warren Bridge*; and by the late Supreme Court and by the present Court of Appeals of this State. The result is, that it is the settled law of the English Courts in England, and in the United States, that a *corporation* is the mere creature of the *statute* or law creating or authorizing it, and can exercise no power and do no act not authorized in terms by its charter. In this State every act of a corporation not authorized by its charter is expressly prohibited by a *statute*, which declares that, "In addition to the powers enumerated in the first section of this title, and to those expressly given in its charter, or in the act under which it is or shall be incorporated, no corporation shall possess or exercise any corporate powers, except such as shall be necessary to the exercise of the powers so enumerated and given."

The learned revisers of the statutes of this State, in 1830, wisely incorporated this provision in the Revised Statutes; thus making the common law principle a part of the statute law of this great State. The safety of all investments in the shares of railroad, banking, insurance and other incorporations, depends entirely upon the strict and rigid adherence of our courts to the principles enumerated in the above prohibitory statute, and in the leading cases to which we have referred, decided by the most eminent English and American judges.

If the directors of railway and other corporations are allowed to embark the corporate proper-

ty and capital insustaining and promoting schemes and prospects wholly unauthorized by their charters upon the plea that they hoped thereby to increase the profits of the shareholders, then there can be no security for any investment in the shares of any corporation. For, in the language of Lord Langdale, "There is no project, however wild, which has not been encouraged by some one or more of these companies; there is no project, however wild, which the shareholders have not acquiesced in from one cause to another, either from cupidity and the hope of gaining extraordinary profits beyond their first anticipation, or from terror of entering into a contest with persons so powerful.

Virginia.

The Virginia papers are publishing series of letters upon the subject of internal improvements in that State, written by Lieut. M. F. Maury, of the U. S. Observatory, and addressed to his son now at school at Newburgh, in this State. The letters although written in that familiar style suited to the relation of parent to child, are really, we take it, designed for the people of Virginia.

The discoveries and improvements in science, and in the mechanical arts made with the present century have so increased the capacity of man for anything that relates to his material progress, that the condition of a people a thousand years ago contrasts not more strongly with what it is at the present time, than that of two adjoining States, one of which plods along in the old path, while the other calls to its aid whatever human ingenuity and skill has contrived as aids to efforts. So potent are all these agencies in changing the whole aspect of society, that we measure exactly what a community is doing by the *visible* results. In the general advance, a people that are stationary appear to retrograde; to move in the opposite direction.

The people of Virginia find themselves this category. Once, their State stood at the head of the Confederacy; a position to which she is still entitled by her central situation, by the extent of her territory and natural resources. This position has been lost through the superior enterprise, industry and intelligent policy of other States.—To the recovery of the lost ground the best minds of the State are directed; among the foremost of which is the writer of the letter from which we have so largely quoted.

One of the most interesting facts connected with the progress of this country is the influence of works of internal improvement on the course of trade. The most striking examples of their influence is the vast commerce of the City of New York, which has been rendered the most accessible of all others from the interior. Railroads are undoubtedly circulated to neutralize many of the advantages secured to her by the Erie Canal, which, for a time, was the only Eastern outlet for the West. The extent of their influence in the diversion of this trade, and of transferring it to Norfolk, among other cities, is an interesting problem for future solution.

Below we give such portions of the two first letters of Lieut. Maury as are appropriate to the subject under discussion. We shall continue extracts in our next.

Let us take a map of the United States—a globe will be better—without any internal improvements, any turnpikes, canals or railroads, whatever marked out upon it, for I want to show you, first, what nature has done for Virginia; then,

we will take another map, with all the railways and canals upon it, to see what man has done.

With this, and such other information as I shall give you from authentic sources, we shall be able to understand the true situation and present condition of the Old Dominion. We shall see how far she has been distanced in the commercial race; how far she has been left behind by sister States, in the development of resources; and then we shall be able, understandingly, to discuss the great question which is now engaging the attention of her sons, viz.: the true policy of the State with regard to her internal improvements. Perhaps we shall be able to satisfy ourselves how, (if you and I were the people and State of Virginia) we could recover for her at least a portion of her lost commercial advantages.

With a common terrestrial globe before you, elevate the North pole, bring Vera Cruz under the brazen meridian, and put your finger on Norfolk,—you now have a clear view of its geographical relations seaward. As to the natural advantages of position, depth of water and accessibility by land and sea, Norfolk has no competitor among the seaport towns of the Atlantic.

Midway of the Atlantic coast line of the United States, Norfolk is the most convenient (because the most central,) point where the produce of the interior may be collected, and whence it may be distributed north and south, right and left, among the markets of the seaboard.

Its climate is delightful. It is exactly of that happy middle temperature where the frosts of the North bite not and where the pestilence of the South wakes not. Its harbor is commodious, and as safe as it can be. It is never blocked up with ice, and as to the egress and ingress between it and the sea, it possesses all the facilities that the mariner himself could desire. It has the double advantage of an outer and inner harbor. The inner harbor is as smooth as any mill-pond; in it, vessels lie with the most perfect security, where every natural facility imaginable is afforded for lading and unlading. Being ready for sea, the outward bound trader dropping down from this snug mooring and approaching the sea, finds a storm raging from outside. The outer harbor then affords shelter and the fury of the gale is spent, when the white winged messenger trips her anchor, trims to the breeze and goes forth rejoicing on her way to the haven where she would be.

Moreover, the prevailing winds, in the parallel of Norfolk are westerly winds, which are fair for coasting, and for going seaward in any direction. A little to the south of that parallel you find the North East trades, which are fair winds for the inward bound Norfolk vessel.

Then there is the Gulf stream, that mighty river in the ocean, upon the verge of which Norfolk stands. It flows by with a current which, without the help of sweeps, sails or steam, will carry the European bound vessel, out of Norfolk at the rate of nearly one hundred miles a day, directly on her course.

Then at the sides of this, and counter to it, are eddies which favor the same vessel on her return to Norfolk. These *hause* her along and shorten her voyage by many a long mile.

Next, to complete the survey seaward, cast your eye down to the great Amazonian water-sheet of South America. That river drains a district of country twice as large as the whole Mississippi Valley. The volume of water discharged by the Amazon into the sea, exceeds by six-fold, that which the Mississippi empties into the Gulf; and it opens a highway for commerce and navigation from the sea to the foot of the snow-capped mountains that rise up on the rim of this great basin, and touch the clouds under the Equator. This country is to be the *cornucopia* of the world. Its climate is that of an eternal Spring; its soil the most prolific on the face of the earth, and its minerals the richest and the rarest, and the most abundant that ever adorned the person, or ministered to the convenience of man.

But you have read Lieut. Herndon's Explorations of the Amazon—you have studied with me

the physical geography of the country drained by it, and you understand how and why the winds are constant and fair both ways, for vessels trading between that river and Norfolk.

Now, take a string, and with your finger hold of one end of it in the mouth of the Amazon, then with the distance thence to Norfolk as a radius, sweep on the globe an arc of a circle from Florida to Newfoundland, and you will be surprised to find that the Atlantic coast is very nearly a perfect arc of a circle, of which the mouth of the Amazon is the centre, and Norfolk the middle.

Such are the natural advantages of Norfolk seaward. Let us look ashore and consider them landward. You will better appreciate these by studying them in contrast. Therefore, we will compare them with the natural inland advantages of New York.

A bay or harbor which is conveniently accessible to the sea, is supposed to offer natural advantages for a commercial city in proportion to the fertility and extent of the back country that is tributary to it. Thus, we say, that when the Valley of the Amazon is fully peopled up, the largest city the world ever saw will be at its mouth. Social affairs, political relations, or the requirements of trade, may modify this calculation, and place the commercial emporium of Amazonia at some other point, and not at that indicated by nature. But you will recollect we are considering at present *only* the natural advantages of New York and Norfolk; their artificial advantages we will consider at another time.

The back country that is naturally tributary to the city of New York, is confined to the counties that are drained by the Hudson or washed by the waters of the Sound. And, if there were no such things as internal improvements, no way in the interior by which produce and merchandise could be transported from one water shed to another, the people for whom New York would export and import, would be those who live in the valley of the Hudson, or who inhabit the shores of Long Island Sound.

Now contrast the fertility and extent of this country with the back country that is tributary to Norfolk. Both shores of the Chesapeake Bay are tributary to it; and this magnificent sheet of water is the natural receptacle, also, of the drainage and surplus produce of the valley of the James River, the York, the Rappahannock, the Potomac and the Susquehanna, and with a perfect net work of creeks and coves that indent their shores. The back country, therefore, which, without portage, is naturally tributary to Norfolk, not only surpasses that which is tributary to New York, in mildness of climate, in fertility of soil, and variety of production, but also in geographical extent, by many square leagues; the proportion being as three to one in favor of the Virginia port.

But there are such things as natural portages, by which commerce, even in a rude state, may pass from one river valley to another on its way to the sea. Now let us see what portions of country are nearer to New York, what to Norfolk, assuming that if these natural portages be equally improved, all that country which they will bring nearer to Norfolk will be tributary to Norfolk, and all that they may bring nearer to New York, will, in like manner, be tributary to New York.

Therefore, to divide and lay off this back country, turn to the globe once more; stretch a string upon it from Norfolk to New York, and make a dot half way between them. Now seek a point on the south shore of Lake Erie, that is equidistant from New York and Norfolk; draw a line from the dot to this point, and thus you will have a dividing line of distance between the two places, every point along which will be just as far from the one place as the other. Transfer this line to the map,—to which you will presently be referred—and you will find that it runs through Delaware and cuts Lake Erie near Cleveland, Ohio.

Now as you are on the banks of the Hudson, all the country that is on your side of this line is nearer to New York, and all on my side of it is nearer to Norfolk. Thus you perceive that Chi-

cago, Illinois, and St. Louis, Missouri, are actually nearer to Norfolk than they are to New York even by an air line.

You see, moreover, that as between New York and Norfolk, the natural advantages here are greatly in favor of the latter. The most direct way to the sea through either of these ports, from most of the lake country, and from almost the entire Mississippi valley, lies through Virginia. The natural advantages then in relation to the sea or to back country, are superior beyond comparison to those of New York.

I have pointed out to you the superior natural advantages which Norfolk combines for a great commercial town. It was designed by Providence that the emporium of trade on this continent should be situated either upon the shores of New York harbor or the Chesapeake Bay. Nature, as you have seen, did much to turn the scale in favor of the Bay, for she threw on its side of the balance many a broad river valley, with long threads of navigable streams, piles of mountains filled with valuable minerals and healing waters, and at the end of the level, reaching far out to the west, she placed an empire.

That such is the fact, that Norfolk or New York one of the two, was destined to be the great seaport town of this country, has been patent to the thinking minds of Virginia for the last hundred years at least.

Now to understand what the advantages of New York are, and how gained, let us dispense with the Globe and turn to the map. The best for this purpose is the Railroad map of the United States, by Poor, the editor of the Railroad Journal. I take him to be a very clever man; for both his Journal and map are excellent.

As soon as the Erie canal went into operation, its commercial influences were felt for good throughout all the upper States of the Mississippi valley. They began forthwith to dig canals, or to push slack water navigation up to the Lakes, which operated as feeders to the New York improvement and served to impel that city upward and onward in her dazzling career. The State of Ohio constructed no less than five such feeders leading from the Ohio river up into the Lakes.—Indiana followed suit; and even Illinois, though scarcely out of her swaddling clothes, attempted to cut a through-ship canal between the Mississippi and the Lakes. It was too much for her, and broke her down for a while, for she had to abandon the design.

Pennsylvania followed the example of New York, and made haste at great costs, to connect Philadelphia with the Ohio. Maryland, too, was early in the field with the Chesapeake and Ohio Canal, for railroads in those days were not in vogue. As soon, however, as it was ascertained that railroads might pay, that gallant little State was quick to perceive and prompt to act. Among the first in the field, her sons planned the Baltimore and Ohio Railroad, and procured a charter for it as early as 1827.

In the mean while, Virginia and North Carolina—for North Carolina is as dependant as Virginia is upon Norfolk for an outlet to the sea—preferred in mercantile phrase, to "look on."

South Carolina and Georgia could build no canals, but as soon as the problem of railroads was solved, they both took the railway mania, as the gentlemen of the stand-still policy termed it, and began with the most indomitable enterprise, to push from Charleston and Savannah, iron ways for commerce over into the Mississippi valley. Of course, no sooner did one of the railways enter that valley than a multitude of others sprang up there to feed and co-operate with it.

Now take Poor's railroad map, and glance your eyes over it. Ohio and Indiana exhibit a perfect network of railways and canals. See how they all run up to the Northward and Eastward, to meet the New York, Pennsylvania and Maryland improvements! Even in Kentucky the railroads turned up to the North and East, where they can find improvements in other States leading to the sea. Though the daughter of Virginia, Kentucky

has not a single railway leading to Virginia, or even pointing towards it.

Now cast your eyes upon Virginia and her neighbor "Rip Van Winkle," as the "Old North State" used sometimes to be called. See how blank they look—not a single railway or canal in operation or completed from their frontier borders to any seaport town, gulf, bight, or bay, in either of them!

Continue the examination a little further, by casting your eye upon South Carolina and Georgia. There again you find on the map a net work of railways, reaching with their main stems also back to the Mississippi valley stretching off far up into Tennessee on their way to Kentucky and Ohio, thus cutting off all western trade from Virginia.—You observe how in Tennessee the railroads also skim Virginia, and run down to the Southeast to meet the South Carolina and Georgia improvements. Charleston is at this time actually importing for Nashville and all the country thence to Abingdon, Virginia.

Thus Virginia, that ought to have been the first to tap the Mississippi Valley with her internal improvements, is the last. All the States West shun her with their improvements. They go round her, and by the disconnection, she presents herself isolated and island-like in the grand system of internal improvements that bind East and West together. What has she lost by it? The commercial dependency and the business of an empire. A loss which I fear cannot now be made good by any sum of money, even though it be as enormous as the British debt.

Before we proceed to discuss the mode by which the State may recover so great a boon as trade with the West, I should explain to you how Virginia came to be so far behind hand, with her internal improvement system, as to lose her share of that business.

Of course, many agencies were concerned in bringing about such a state of things, and as this is growing to be a very long letter, we will discuss, and that briefly, but a few of them.

As prominent among these agencies, I should not be far wrong in naming some of those very natural advantages that preponderated so powerfully in favor of Norfolk, as the great commercial city of the continent, viz: those beautiful rivers, creeks and branches, which, expanding out into the Chesapeake Bay, interlace Eastern Virginia with a perfect net-work of natural canals.

From the Revolution until now, if not now, Eastern Virginia has ruled in the legislature; for the wealth and population of the State have generally been on this side of the mountains.

All the internal improvements, therefore, which the planters of Eastern Virginia wanted for their own personal convenience, was a spout from their farms, which were generally on the banks of the rivers, through which they could schute their wheat and their corn down into the hold of the vessel that came to take it away. They, therefore, wanted no canal, and did not care to have even good turnpike roads; and why should they build them for the people beyond the mountains?

The Erie Canal met with very much the same kind of opposition from the tide-water counties of New York, but fortunately for New York, she had not been over-blessed with such an extent of tide-water country and natural canalization.

There was another circumstance which probably was not without influence, in producing this neglect with regard to internal improvements. Virginia took the lead in the Revolution, and afterwards in forming and putting into operation those great and glorious institutions under which we live and rejoice. She became "the mother of statesmen." With her Washington and Jefferson, her Madison and Monroe, she governed the country up to 1825. There was only a short interregnum during the while. Besides these great lights, she had a host of other sons. Judge Marshall and John Taylor, of Caroline—the best thinker of them all perhaps—among them. They were all from Eastern Virginia.

The mind and the talents of all these great and good men were devoted not to the development of

these resources of their own beloved State, nor to a system of internal improvements for reaching the West, but to the federal government. How material was it that the heart of the mother and her meditations should go with such sons, and that their friends and neighbors at home should be thinking their thoughts and occupying their minds with the subjects which they knew were engaging the attention of these statesmen. And as an evidence that this was so, the Legislature of Virginia was so long accused of occupying itself with federal affairs to the neglect of those of the State, that the accusation at last assumed the semblance of truth, and became a by-word.

Under these circumstances the Old Dominion began to lag behind. Her commercial cities languished, and property went down. There is and has always been, common notions to the contrary notwithstanding, a high degree of enterprise and energy among the people of Virginia; and in this state of things, some of the most enterprising among them, resolved to abandon the State and seek their fortunes in the Western wilds. They flocked to the West. There they carved out new States and added them as bright ornaments to the Union. Kentucky and Missouri were settled principally by Virginians. Many of them went also to Tennessee—though she is worthy of North Carolina—and to Alabama, to Mississippi, Florida, Louisiana and other new States, both slave and free.

Thus you see there are reasons and an excuse for the blank that Virginia presents among the railroads on the map.

* * * & *

In my last letter, the statesmen of Virginia, with most of whose leading traits of character you are familiar, were called to my mind. Pondering over the present condition of the State and the character of these men, the question has been suggested, suppose Mr. Jefferson had been defeated by Burr, what effect would that have had upon the internal improvements and prosperity of Virginia?

The fortunes of States as well as of individuals are often shaped by events, which, as far as we can see at the time of occurrence, have no bearings that way. Mr. Jefferson had an active and an utilitarian mind, and had he lost the election for the Presidency, might and probably would have diverted his thoughts, in a measure at least, from political and national affairs, and given his attention and his energies and his influence towards the development of the resources and the advancement of the prosperity of his own State. In that case Virginia, instead of New York, would have been the first to tap the Mississippi Valley. Then instead of the Erie, we should have had the Chesapeake and Ohio or the James river and Kanawha canal—perhaps both. Then Norfolk might have been as New York now is; Richmond as Albany; Alexandria as Philadelphia or Boston; Eastern Virginia, for wealth and prosperity, the garden spot of the world; and the "Old Dominion" now, as she was then, the greatest State in the Union.

Do you know that Eastern Virginia gets her lumber from Pennsylvania, Vermont and Maine? and that she has such extensive forests of unsettled lands, that the New Yorkers and Baltimoreans send to them for fire wood? It is a fact. You have been among the mountains of Pennsylvania where they cut timber, and doubtless recollect Whitehaven, where we saw all those saw mills and such immense rafts in the river. Well, the mountains of Virginia are clad to the very top with timber just as good; and there it must stand until the roads or canals, which are to bring it away, be constructed.

Ask Mr. Hasbrouck to tell you about De Witt Clinton, the great man of New York, and his connection with the Erie canal. He, no doubt, knew him personally. In carrying that work through, De Witt Clinton turned the Mississippi river upside down. He brought for all the practical purposes of commerce, one of its passes from the Balize and placed it at Sandy Hook; for in consequence

of the Erie canal and other improvements which that work drew after it, most of the upper Mississippi valley is now drained of its commerce *via* New York, instead of New Orleans.

They are now enlarging the Erie canal and giving it capacity for a commercial drainage, calculated to do a business which during seven months of the year only, when it can be carried on, will pay in the gross for tolls and freight, an annual subsidy to the people and State of New York of twenty millions of dollars.

Draw on your map a line from Albany to the mouth of the Ohio, and continue it thence Westwardly so that it shall pass about 100 miles South of Independence in Missouri. All the country to the North of this line will, by the enlarged Erie canal be made, it is calculated tributary to New York.

You see now what a monument De Witt Clinton has left behind him, and how, with the pick and the spade, he has shaped the destinies of many States.

I do not mean to institute a comparison between him with these implements, and Jefferson with his pen and ink over *The Declaration of Independence*. But I wish you to take Mr. Jefferson's career after his election to the Presidency, and De Witt Clinton's from the time he became identified with the Erie canal, and tell me which you would rather have, the fame due Thomas Jefferson for works after his election to the presidency, or the fame due De Witt Clinton for seeking to develop the resources of his State, and make her welfare the goal of his ambition.

But let us return to the subject of a communication through Virginia, between the waters of the East and those of the West. As early as 1810, the Legislature of Virginia began to think about it, for in this country individuals generally begin to think of great questions long before their Legislatures. In that year it appointed a commission to examine a route. This commission failed to act. The next year it appointed another, of which Judge Marshall was a member; and in that year New York passed an act for building the Erie Canal. The war of 1812, however, intervened and delayed the actual commencement of that work until 1817.

Now Judge Marshall was a wise and great man, and he was consequently too good a citizen not to respond to the call of his State. It obedience to it he explored the New River. He became interested in the subject. He gave the thoughts of his solid mind to it, and like every body who has examined the question before us, he became convinced of the immense importance of the incalculable advantages to his State which such a connection with the Western waters would draw after it.

In the report which he and his associates made to the Legislature upon the subject, there was of course good thinking. Views were expressed there, which, because they were true then, stand out now and look like prophecy.

"The immense works," said the report, alluding to the Erie Canal, "meditated in New York, will certainly, if executed, give to that State great advantages in a competition for the trade of the Lake. But if other convenient and more direct channels be opened, it is not probable that the commerce of the Ohio will take the circuitous route by the Lakes."

So far as Virginia is concerned, "other convenient and more direct channels" have never been opened, and the trade and travel of that Ohio country continues to this day to flow in that "circuitous route" and "take the direction of the Lakes."

Look at Poor's Railroad Map, and see what an elbow all the improvements in the Ohio Valley make to the North to get to New York, instead of coming, as they most certainly would, straight to the seaboard and through Virginia, had she opened a way for them.

This Erie Canal, and the other improvements of New York, have, according to the official report of her State Engineer, extended her channels for trade and travel to the West beyond the State, to

the distance of 1800 miles by Lakes; 7000 by rivers; 1,600 by canals; 3,500 by railways already completed, and as much more in process of construction. And as an illustration of what New York has gained by bringing this back country in connection with her, and of what Virginia has lost by failing to bring it in connection with her seaboard, look at the exports and imports of New York and Norfolk; or compare the revenues received at Norfolk with these at New York.

The Custom House receipts were:

For 1853, at New York.....	\$38,289,341 58
For " at Norfolk.....	31,255 51
For 1854, at New York.....	41,757,085 05
For " at Norfolk.....	52,127 73

With untold natural advantages in favor of Norfolk, New York has won them away by artificial means, and if we measure the degree of her success according to these returns, and only in dollars and cents, we shall see that she is reaping, over Norfolk, business and profit by more than a thousand fold.

(To be Continued.)

Orange and Alexandria Railroad.

The annual meeting of the stockholders of the Orange and Alexandria Railroad Company held its session in Alexandria last Tuesday, when the reports of the President, Chief Engineer and General Superintendent were read, which present the affairs of the company in a favorable light. From the report of Mr. Atkinson, Chief Engineer, we learn that no material change in the line of the Extension from the experimental surveys has been made in the length of the road, the distance from the point in connection with the Virginia Central Railroad, at Charlottesville, the Virginia and Tennessee Railroad at Lynchburg, being about 59 6-10 miles.

The extreme grades are limited to 66 feet per mile, and the curvature is mainly very gentle though in some instances, a radius of 1,000 feet is used, which is the minimum of this road.

The length of straight line is 29½ miles, and of curved line 30 miles.

Forty-nine (mile) sections have been let to contractors of the highest character, and generally at prices for graduation and culvert masonry not exceeding former estimates, the bridge masonry alone being above them. The remaining sections says the report, "are withheld in pursuance of the policy of the Board, to employ the landholders on their own premises, when it can be done so without injustice to other bidders. A few days will settle the question, and complete the award of the whole graduation and masonry, except the section and bridge across James river at Lynchburg.—These jobs are still open, their precise location being affected by the crossing of the James River and Kanawha Canal."

The parties engaged are prepared and warranted by their contracts and by the state of the subscription, to make an outlay of labor in the next year, in the aggregate of about \$350,000 for minimum, and it may be extended at the discretion of the Company, provided reasonable notice be given to them, to \$700,000 or even more.

At this last named rate for the ensuing year, and a slightly more enlarged one for 1857, the road might be completed and opened for travel to Lynchburg in the spring or summer of 1857.

I am not so sanguine as to hope, however, that such rapid progress will prevail, and it is only named here as what might be expected under the most prosperous condition possible of the funds of the extension.

The Engineers are already dispatched in small force to prepare this work, by staking the slopes for the contractors.

Some of the contractors have already broken ground near Charlottesville with commendable spirit. Owing to the employment of negro labor, however, the amount of graduation done before the annual hiring at new year, will not be great—At that time, the contractors will be ready to engage any amount of force to be desired, of which

due notice will be given them from this office."

As respects the cost of the road, Mr. Atkinson says:

"At present, I see no reason to make any modification in my views previously expressed as to the cost. It is to be noted, however, that the estimates of February and March last were made for money payments, while the contractor's prices for earth and solid rock and for culvert masonry have been on the average, as the events have shown, the same as my estimates. The substitution of bonds and stock payments, to a considerable extent may have influenced their offers, especially in the matters of loose rock and masonry, which in some instances are above my figures. But the margin assumed in these estimates was large, and the circumstances in other respects are so much the same that I do not feel justified in making any change in their amount."

American Railroad Journal.

Saturday, November 18, 1854.

Caution.

As we understand a man named Crawford has been presenting bills to several of the advertisers in the *Journal*, purporting to emanate from this office, and to be for sums due the *Journal*, we deem it our duty to put our patrons on their guard.

Monies due this office should be paid to no one outside the office except the editor, proprietors, or Mr. N. DAVIDSON, their business agent; or some person showing their written authority to receive them.

New Map—Pocket Edition.

We have now ready a few copies of Mr. POOR'S new map of all the Railroads in the United States and Canadas, put up in covers for carrying in the pocket. It will be found very convenient for travellers.

Price by mail \$1. Usual discounts to the trade. Address AMERICAN RAILROAD JOURNAL OFFICE 9 Spruce st., New York.

Baltimore and Ohio Railroad.

The official report of the business of the road for the month of October showed the revenue of the road for the month to have been as follows:

Main stem. Wash. Br.	Totals.
For Passengers.....\$55,147.08	\$28,876.43
For Freight.....267,988.90	8,110.35
	276,099.25

\$326,135.98 \$36,986.78 \$360,122.76

As compared with the corresponding month of last year an increase is shown of \$65,259 on the main stem, and \$4,695.55 on the Washington Branch—total increase \$69,954.57. As compared with the previous month of September there was an increase of \$15,000 on the main stem and a small decrease on the Washington branch.

New York and Erie Railroad.

The more we reflect upon the recent determination taken by the New York and Erie Railroad Company, to devote nearly a half million yearly till the funded debt of the Company is reduced to \$20,000,000, the more are we disposed to commend the policy, and the moral courage that led to such a step. It cannot be spoken of in too high terms of praise. A Board that could, under the circumstances, take such a step, is equal to any emergency. Had no dividend ever been paid, and had the value of the stock been previously problematical, then the directors would have been free to

follow their own sense of duty, or propriety; but it must be remembered that only a year since the Erie was regarded as a dividend paying work, and as such, was bought for investment at a little below par. For a body of men to forego all prospect of a full dividend for years, which will have the effect to reduce the market value of the stock some 50 per cent. below what it cost them, is, in the highest degree, creditable to the integrity of our people, and the management of our Roads. It shows, as already stated, that our railroad companies can meet a crisis as the interest of the public and duty demands.

We think that in the above instance, the stockholders have conceded to the bond holders all the latter have a right to ask. It renders their interests safe beyond a peradventure. In 1855 the road will earn 30 per cent. on 20,000,000, and at least 14 per cent. net on the same sum! Can an instance be cited when stockholders of a company have made greater sacrifices, and a more munificent provision for the security of their creditors, especially when there seemed to be no reason to doubt that the road was earning an ample dividend upon its whole capital.

Mississippi Central Railroad.

A survey of the Tennessee extension of the above road from the State line of Mississippi, to Jackson in Tennessee, has just been made. The whole distance is 50·86 miles. A very favorable route has been found, involving no grade exceeding 48 feet to the mile, and no curvature with a radius of less than 1910 feet. Of the whole line, 41·15 miles are straight, and 9·71 curved.

The estimated cost will be as follows:

Graduation, Masonry, &c., ready for superstructure.

From State Line to M. & C. R. R.	\$29,987 79
From M. & C. R. R. thro' Hardeman Co.	155,204 89
Through Madison co.	58,860 88

\$243,053 66

Average per mile 4,543 86

" " including cross ties 4,963 86

The total cost of the iron, chairs, spikes and equipment, will be \$640,821, or \$11,977 per mile of which \$10,000 per mile has been provided for by Bonds of the State.

The report estimates the number of through passengers after all the connections are made, at \$150,000 per annum. This, together with local passengers, freight, and mail service, are estimated to produce \$190,385 annually, or 21 per cent. on the cost of the road.

As the road traverses a very rich portion of Tennessee we presume there will be no difficulty in raising with the State aid, sufficient means for its construction.

Atlantic and North Carolina Railroad.

On Monday last we had the pleasure of an introduction to John D. Whitford, Esq., President of the Atlantic and North Carolina Railroad Co., who is now visiting this city on business connected with the Company. This is a most important work to South Carolina, as it will connect with the North Carolina Railroad at Goldsboro', and terminate at Beaufort Harbor, on the Atlantic Ocean. This port must be the principal outlet for the productions of a great portion of the interior of the State, as Beaufort is one of the best, if not the very best, harbors on the Southern coast. We learn from Mr. Whitford that the surveys, so far, show but very lit-

tle heavy work on the whole route with but slight curves and comparatively no grades. Indeed the country through which it will pass is nothing more than an extended plain for the entire distance.—The first shipment of iron for the road will be made this week, from our city, and as it is in the hands of honest and competent men—men who look to the interest and honor of their State, as well as to their own pockets, we may look forward with certainty for its speedy and economical construction.

Boston and Lowell Railroad

President. George W. Lyman.

Treasurer. J. Thomas Stevenson, Office, 5 Tremont st., Boston.

Agent. William Parker, Office at the station, foot of Lowell st., Boston.

Annual meeting first Wednesday of January.

CHARTER.

The Boston and Lowell Railroad Corporation was incorporated by the Legislature of Massachusetts, June, 1830, and authorized and empowered to construct a railroad from or near the city of Boston to Lowell, in the county of Middlesex, in such manner and form as they shall deem to be most expedient, laying out their road four rods wide and taking as much more land as might be necessary for the proper construction and security of the road. The capital stock was limited to one thousand shares, no share to be assessed more than \$500. Tolls were granted for the transportation of passengers and property; the Legislature reserving the power, after four years, from the opening of the road, if the net receipts from tolls and profits shall have exceeded ten per cent. per annum on the cost of the road, to reduce the rate, in such manner as to take off the overplus for the next four years,—calculating the amount of transportation to be same as the four preceding years; the same proceedings to be had at the expiration of four years. The 12th section of the act declared that no other railroad within thirty years should be authorized to be made, leading from Boston, Charlestown, or Cambridge to Lowell, or from either of these places to any place within five miles of the northern terminus of the Boston and Lowell Railroad; the State reserving the right to authorize any company to enter with another railroad at any point on said Boston and Lowell Railroad, on certain conditions; and also the right to purchase the Boston and Lowell Railroad at any time, during the continuance of the charter, after the expiration of ten years from the opening for use of said railroad, paying therefor the cost of construction, repairs &c., with interest at the rate of ten per cent. per annum, after deducting the profits and dividends received at the rate of ten per cent. per annum by the stockholders; and in case of this purchase, the limitation as to parallel or competing roads to be of no effect. Subsequent Acts of the Legislature of 1830—1849, increased the capital stock, provided for the purchase of the road by the Commonwealth after twenty years from the opening and not before, for the construction of the road in several particulars, the acceptance for the charter for the Woburn branch, the building of branches in the city of Lowell and in Boston, and various other matters of a local character.

CONSTRUCTION AND PHYSICAL FEATURES.
The grading of the Boston and Lowell Railroad

was commenced in the summer of 1831, and the road was opened its whole length June 26th, 1835. The second track was completed in 1841.

In the Monthly Chronicle for July, 1840, vol. I., page 195 (in an article by Hon. Nathan Hall, one of the earliest and most devoted friends of the railroad system in Massachusetts,) occurs the following description, which, with some changes as to sleepers and rails, is substantially correct at the present time. "The Lowell Road is built in the most substantial and imperishable manner of any in the country. The rails are chiefly supported on sleepers of granite, extending across the road, at intervals of three feet. On some parts of the road the rails are laid on stone blocks, or blocks intermixed with cross sleepers. The stone sleepers are seven feet long, and from eight to twelve inches in the other dimensions. The stone blocks are of a size of three or four cubic feet. In the first track, and a part of the second, the sleepers and blocks are laid on a foundation consisting of a continuous dry stone wall, laid beneath each rail, in trenches from two and a-half to four feet deep. *** The sleepers and blocks of the second track (with the exception of three miles which are laid in the same manner as the first,) are laid on a bed of clean gravel, of seven and a-half feet in width and two and a-half and three feet in depth.

The Boston and Lowell Railroad crosses Charles River upon a viaduct built of wood upon piles of oaken timber and surmounts, by a gradual inclination the height of land between Boston and the Merrimac River. The greatest elevation of track 118,52 feet above the level of high tide, is at the summit in Billerica. The termination at Lowell is 87,21 feet above high tide.

Length of main road, (double track) 25 $\frac{3}{4}$ miles 59 71-100 feet.

Length of branches, single track 1 $\frac{1}{4}$ miles, 585 33-100 feet.

Sidings and other tracks, 15 23-100 miles.

Weight of rail on main road, 56 lbs., 63 lbs. and 60 lbs per yard.

Ditto in branches, 56 lbs. per yard.

Maximum grade in main road (except 1,500 ft. of 30 ft. per mile rising from station at Lowell), 10 feet per mile for 6 28-100 miles.

Maximum grade in branches, 54 feet per mile for 5,000 feet.

Total rise and fall in main road, 189 98-100 ft.

Shortest radius of curvature and length of curve in main road (except about 900 ft. of 1,200 ft. radius at station in Lowell), 2,800 feet radius, 1,694 $\frac{1}{2}$ ft. long.

Total degrees of curvature in main road 665° 1' 42".

Straight line in main road, 18 $\frac{1}{4}$ miles 824 ft.

Length of wooden bridges, 2,397 ft.

Way stations, 9. Flag stations, 12. Total, 21.

The only branch road is from Winchester to Woburn Centre, a distance of about two miles. It was built in 1844-45 and has a single track, with a heavy T rail, 56 lbs. to the yard, upon chestnut sleepers resting upon a bed of clear gravel at least 2 feet deep. The cost was \$45,522.17.

The equipment, 1853, was reported as follows.

Locomotives, 22.

Passenger Cars, equal to 44 four-wheel.

Baggage Cars, " 15 four-wheel.

Merchandise Cars, 260.

Gravel Cars, 48.

The Boston and Lowell Railroad is in every respect a first class road, thoroughly built and kept in complete repairs and provided with ample stations, freight houses, &c.

CHARACTER OF BUSINESS.

Running to the City of Lowell, this road carries a large amount of freight for the various cotton and woolen factories, machine shops, and other branches of business of that place, as a local road. By its connection with the Nashua and Lowell and the Concord (N. H.) Roads, it becomes a trunk road and receives merchandise and passengers from the various roads in New Hampshire and Vermont, extending to Northern New York and Canada—being similarly situated in this respect to the Boston and Fitchburg Road.

THE FINANCIAL CONDITION
of Boston and Lowell Railroad, according to the report of 1853, was—

Capital Stock, (all paid in)..... \$1,830,000.00
Funded Debt..... 89,500.00

Floating Debt..... 166,690.00

Average rate of interest paid during the year, 6 per cent per annum.

The receipts from the business of the road for the past year, have been as follows:—

FROM PASSENGERS.

Boston and Lowell R. R.	\$137,808.58
In connection with Nashua R. R.	14,612.52
" " " Concord R. R.	7,184.41
" " " Northern R. R.	
" " " Boston, Concord & Montreal R. R.	
" " " Vermont Central R. R.	5,589.47
" " " Passumpsic R. R.	2,568.94
" " " Claremont R. R.	173.97
" " " Contoocook R. R.	347.74
" " " N.Hamshire Central R. R.	64.42
" " " Merrimac & Connecticut Riv'r R. R.	503.64

\$172,882.01

FROM FREIGHT.

Boston and Lowell R. R.	\$124,838.57
In connection with Nashua R. R.	18,899.77
" " " Concord R. R.	31,717.01
" " " Northern R. R.	10,070.44
" " " Boston, Concord & Montreal R. R.	3,424.38
" " " Vermont Central R. R.	39,061.67
" " " Passumpsic R. R.	13,166.58
" " " Claremont R. R.	117.20
" " " Contoocook R. R.	336.41
" " " Stony Brook R. R.	2,399.03
" " " Wilton R. R.	6,858.05
" " " N.Hamshire Central R. R.	4.55
" " " Merrimac & Connecticut Rivers R. R.	1,680.25
Mails, expresses, &c., &c.	9,144.07

\$261,717.98

Total amount of receipts..... £424,599.99

Statement showing the Cost, Mileage, &c., &c., of the Boston and Lowell R. R., from 1835 to 1853 inclusive.

Year.	Cost of Road and Equipment.	Length in Miles.	Cost &c., per Mile.	Gross Receipts.	Current Expenses.	Net Receipts.	Dividend.	Receipts from Passengers.	Receipts from Freight.	Miscellaneous.	Earnings per Mile.	Per cent. of Gross Earnings.	Per cent. of Net Earnings.
1835	\$1,312,239	25 $\frac{3}{4}$	\$50,960	\$64,654	\$19,125	\$45,529	3 $\frac{1}{2}$ per ct.	....	....	\$2,509	5	3 $\frac{1}{2}$
1836	1,505,645	....	58,470	165,124	75,326	89,798	2	....	....	6,658	11	6
1837	1,508,394	....	58,570	180,770	78,508	102,261	7	\$117,643	\$63,137	7,020	12	7
1838	1,575,663	....	61,190	191,778	75,597	116,180	7	109,083	82,697	7,447	12 $\frac{1}{4}$	7 $\frac{1}{2}$
1839	1,698,476	....	65,960	241,168	92,151	149,017	8	135,037	106,131	9,865	14 $\frac{1}{2}$	8 $\frac{3}{4}$
1840	1,729,242	....	67,077	231,575	91,400	140,157	8	127,007	102,614	\$1,953	9,000	13 $\frac{1}{2}$
1841	1,834,893	....	71,257	267,541	119,469	148,072	8	145,953	119,691	1,896	10,840	14 $\frac{1}{2}$
1842	1,978,286	....	76,826	278,810	165,174	113,135	8	148,042	122,059	8,209	10,808	14 $\frac{1}{2}$
1843	1,863,746	....	72,378	277,315	109,366	167,948	8	141,427	184,272	4,615	10,846	15
1844	1,902,555	27 $\frac{3}{4}$	68,605	316,909	169,298	147,615	8	165,284	145,915	5,709	11,420	16	
1845	1,932,597	....	69,742	356,067	179,042	177,025	8	166,951	173,442	5,673	12,903	18 $\frac{1}{2}$
1846	1,940,418	....	69,925	384,102	212,233	171,868	8	185,234	193,836	5,031	13,837	20
1847	1,956,719	....	70,512	448,555	253,408	195,147	8	209,611	234,815	4,129	16,164	23 $\frac{1}{2}$
1848	2,018,687	....	72,565	461,339	268,707	192,631	8	201,218	255,147	4,973	16,630	23
1849	1,945,646	....	70,116	416,488	266,287	150,200	8	177,789	230,174	6,523	15,022	21
1850	1,946,646	....	70,116	406,421	257,884	148,536	8	177,372	221,210	7,837	15,241	20 $\frac{1}{4}$
1851	1,945,646	....	70,116	409,152	268,029	141,123	8	174,240	226,053	8,858	14,675	20 $\frac{1}{2}$
1852	1,995,249	....	71,901	388,108	257,227	130,881	7 $\frac{1}{2}$	157,169	222,005	8,934	13,985	19 $\frac{1}{2}$
1853	2,044,586	....	73,676	434,599	320,501	114,098	6	172,882	252,568	9,144	15,573	21 $\frac{1}{4}$
Totals.....	\$84,629,283	\$5,919,975	\$8,278,727	\$2,641,248	av. 17	av. 7 $\frac{1}{2}$

Terre Haute and Alton Railroad.

The Alton Telegraph of the 26th Oct. says:

"The track on this end of the Terre Haute and Alton Road, we are informed, is now put down from this place to a point several miles beyond Gillespie, nearly thirty miles out. The construction trains make daily trips out with materials for the track. The road-bed is nearly complete to Hillsboro', and the work of track-laying is progressing at the rate of half a mile per day. On the eastern end of the road, all the remaining sections from Hillsboro' to Paris were put under contract on the 27th of September last, and a large force is distributed along the line, preparing the road-bed. The track from Terre Haute to Paris is laid, and trains are running over it. Altogether, about sixty miles of the road are completed, and the remainder will be as speedily as money and labor can accomplish the work."

Baltimore and Ohio Railroad.

We make the following extract from the late report of the Baltimore and Ohio Railroad as published in the Baltimore papers. We have not received the reports of the Treasurer and Superintendent.

THE MAIN STEM.

The operations of the past year cannot but be considered as highly encouraging and satisfactory, more particularly when it is taken into consideration, that unlike the rival works, we have no Western Railroad connexions, which has given them such a decided advantage over this road.

The revenue from all sources during the year amounts to \$3,645,609.48, shewing an increase of \$1,612,189.63, as compared with the results of the previous year's operations. Of this sum \$569,091.51 have been derived from passengers, and \$3,076,517.92 from freights and mails. By reference to the tabular statements accompanying this report, it will be seen that seventy per cent. of the revenue earned from passengers during the year, has been derived from the local travel of the road. The increase in revenue from passengers over the last year, has been but \$104,846.60, but better results may, with certainty, be anticipated, when we can offer to the traveller an unbroken railroad route to any point in the West. Table "A" presents a statement of the monthly earnings, from passengers and merchandise, from the 1st of April, 1852, to the 30th September, 1854, and shews in detail the business of the road, from the opening through to Wheeling, down to the end of this fiscal year. The total disbursements of all kinds, under the head of expenses, have been \$2,026,211.69, which being deducted from the gross earnings, gives as the net earnings, the sum

of.....	\$1,619,397 74
To which add dividend from the Washington Branch Stock.....	81,344 00
And Rent of Depot and Work Shops chargeable to Washington Br'nch Road.....	10,000 00

Makes the total receipts.....	\$1,710,741 74
From which deduct—	
Interest on bonds and floating debt.....	\$739,385 69
Ground Rents.....	25,998 84

Leaves the net balance of receipts.....	\$945,357 21
If from the loss on sale of bonds No. 6 be deducted.....	121,758 85

Shews the amount to profit and loss.. \$823,598 36
The above exhibit makes the working expenses of the road 55 3-5th per cent. of the sum earned.

II.—OF THE WASHINGTON BRANCH.

The operations of the Washington Branch exhibit the following results:

The receipts from all sources have been \$369,220.68, of which \$278,802.18 was derived from passengers, and \$90,927.50 from mails and

freights; shewing a decrease, as compared with last year, of \$15,830.78. The actual decrease in passenger receipts being \$30,883.64, while the increase in revenue from freights amounts to \$15,052.86. The anticipated increase in travel which it was presumed would follow a reduction in the fare to \$1.25, not having been realized; on the 1st of May last the fare was advanced to \$1.50.

Statement of Revenue and Expenses of the Baltimore and Ohio Railroad Company for the fiscal year ending Sept. 30th, 1854.

Revenue as per Ledger balance.... \$3,645,609 43

Expenses under the following accounts, viz:

Expenses of transportation.....	\$872,805 51
Repairs of railway.....	579,240 96
do. bridges....	64,179 30
do. depots....	18,380 98
do. water stations....	19,197 42
Watching bridges and pumping water.....	15,712 99
Repairs of locomotives.....	290,511 85
do. passenger cars....	41,875 62
do. burden cars	179,275 90
do. stationary machin'ry	22,278 37
General Expenses.....	42,821 88
Losses by accidents, &c.....	27,178 12

\$2,173,458 90

From which deduct amount reported by the master of road for extra materials on hand to be passed to and used next year.....	147,247 21
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2,026,211 69

Net revenue carried to profit and loss. \$1,619,397 74

Which exhibits the following as the proportion of working expenses,.....	\$2,026,211 69
To revenue	3,645,609 53 — 55,579 or 55 3-5th per ct.

St. Louis and Iron Mountain Railroad.

The annual meeting of this company was held at St. Louis on the 6th instant. The President of the Company Hon. L. M. Kennett submitted a report from which we make the following extracts.

At the date of our last report, November, 1853, the construction of the road bed from St. Louis to the Maramec River had been let to Messrs. Holmes & Co., and shortly after a section of some six miles below Mrs. Waters', extending West about two miles beyond Dunklin's, (at which point the road leaves the Mississippi River,) was let to the same parties. They commenced work and prosecuted it with vigor during the winter and spring. A contract was also closed with Messrs. Conrad and Bennet for the Bridge Masonry at Maramec River, and with Messrs. Brown & Co., for the pile work necessary for foundations, but not in time for any thing of consequence to be done before the spring and summer flood. These contracts were based upon cash payments by the Company as the work progressed. Afterwards, on the 28th day of Feb'y, 1854, the proposition of Messrs. Wm. M. and Charles N. Watts, and Wm. M. Roberts, of Pennsylvania, was accepted, and a contract entered into with them for the graduation, masonry, bridges, ties and track laying on the entire line from St. Louis to the Pilot Knob, (excepting the work already let) payment to be made in the bonds of the city and county of St. Louis, and of the State of Missouri at par, five per cent. being added to the schedules of monthly estimates, and an additional five per cent. on the total estimated of the work to be paid them in stock at a bonus, should

the whole work be completed in contract time, viz : from St. Louis to Big River (47 miles) by 1st July, 1856, and through to Pilot Knob by 1st December, 1856, the Company furnishing the rails, chairs and spikes six months in advance of those periods. The prices per yard for earth excavation, rock work, masonry, ties, &c., were considered reasonable by the Engineer, and are in fact less than have since been paid by other roads in the State, now under construction. Messrs. Watts & Co. had also the privilege of making an arrangement with Holmes & Co., by which said Watts & Co. might also take the work let to Holmes, on the same conditions as the rest of the line, which they have done, thus becoming responsible for the whole work, except the Maramec bridge and a small section of graduation adjacent, and the graduation through the lands of Messrs. Keyser and others, between the Arsenal and Carondelet, which was reserved to them in settlement of land damages.

Messrs. Watts and Roberts have sub-let the work on all the sections throughout the line, except between the Iron Mountain and Knob, about six miles, and they expect to sub-let this portion to a party now examining the grounds, in a few days.

Their contractors are mostly men of experience in railroad work, known to Mr. Roberts (in charge as Chief Engineer of the Alleghany Valley Railroad, Pa.) as such, and from the manner in which they are generally taking hold and making their preparations, the directors have reason to believe, will not be deterred by any ordinary obstacles from urging their work to completion. The grubbing and clearing is done on the large portions of the line, and the excavations both in earth and rock cuts is commenced at nearly all of the most difficult points.

They are now fully prepared to go on as rapidly as may be desired, and as the price of labor is coming down, no further delay is anticipated, should the prices of our bonds justify pushing the work.

Upon this depends its ultimate success; and it is evidently better policy (however anxious we may be to complete the road at an early day) to work slowly and wait patiently, whilst the securities are greatly depressed, rather than to force the contractors to sacrifice them at ruinous rates, thus breaking them down and wasting our own resources. Our means being, in the best possible view of the case, considerably short of the amount requisite to put the road in operation, no argument is needed to show that the company cannot afford, in the very beginning of the enterprise, recklessly to waste them.

The subscriptions to the stock of the Company are as follows:

County of St. Louis, payable in Bonds.....	\$500,000 00
City of St. Louis, do. do.	500,000 00
City of Carondelet, do. do.	50,000 00
Am. I. Mountain Co., do. do.	25,000 00
Am. I. Mountain Co., payable in cash	50,000 00
Madison Iron and Mining Co., do.	50,000 00
County of Washington, do.	75,000 00
Contractors, do.	30,000 00
Individual Stockholders, do.	212,300 00

Making a total of subscription of. \$1,492,300 00 To which add State credit..... 750,000 00

And the sum of..... \$3,242,300 00 appears, as the amount of means at the disposal of the Directors, counting the bonded securities at par value. The revised estimate of Engineers, as per report herewith submitted, makes the cost of the road, finished complete to the Pilot Knob, including rolling stock, depots, land damages, interest, engineering, office expenses and contingencies, \$4,100,000, leaving a deficit of nearly two millions of dollars to be otherwise provided. A part of this amount can, however, be dispensed with for a time, by making temporary depot

buildings, and reducing the allowance for rolling stock to a bare sufficiency to start with, leaving the residue to be added as the business of the road requires it. To raise this amount on the construction bonds of the Company, as originally contemplated, would in the present condition of the market for railroad securities, be utterly impracticable.

But we may rely upon the aid of the Legislature to place our road on an equal footing with the other great trunk roads of the State. The \$750,000 State credit we have, was granted for a branch road from the Pacific Road to the Iron Mountain about sixty miles in length, and transferred to the direct road on the failure of that Company to commence construction within the prescribed time.— Our road *direct*, is eighty-six miles long from Hazel street to the Pilot Knob, and counting its entire length, to the State line of Arkansas, about 210, or nearly the same as the North Missouri, and but eighty miles shorter than the Pacific to Kansas.— Looking to its vast importance to the State, not only as a local road, opening up a communication between the terminus of the other great trunk roads, and the iron and lead regions of Washington, St. Francois and Madison counties, but also as a link in the great Mississippi Valley Railroad giving connexions with Cairo, New Madrid, Memphis, Helena, Little Rock, and by the improvements already in progress East of the Mississippi, with Nashville, New Orleans, Mobile and Charleston, we may certainly expect for this equal favor with any other road, at the hands of the Legislature.

To put us on a like footing with the North Missouri we should have \$1,250,000 additional State credit, with the help of which St. Louis herself may and should be relied on to furnish the balance of the means necessary.

It is not considered necessary to enlarge upon the vital necessity to St. Louis of the Iron Mountain Railroad. But one opinion prevails amongst our citizens on that subject. It *must* be built.— And that it will be a paying road when completed if due regard is had to economy in its construction and management, there cannot be a doubt. It will commence with a mineral and lumber business almost or quite sufficient to sustain it, without having to wait for the setting and improvements of the country, consequent upon the building of the road itself, and the thousand new sources of trade thus to be opened up, which it is impossible with any degree of certainty to estimate, or even form a conception of at present.

No arrangement has yet been made for the purchase of rails. The price has been so high, and still is, that it was not deemed advisable to purchase a year or more before it is wanted, even had the means been at hand, and in the condition of the fiscal affairs of the company it could not be done on favorable terms at any rate. There is time enough yet, and it is reasonable to hope that some months hence the supply and demand for this important article will be more evenly balanced and a reduction in price will take place. A contract for three locomotives has been made with Messrs. PALM & ROBERTSON, of our own city, to be ready as soon as they will be required either on construction or starting a passenger train to Carondelet or Jefferson Barracks. It was necessary to provide for these in advance, as the shops usually have orders many months ahead, and considerable time is required in building engines after they are ordered.

The total amount collected from stock subscriptions to date, in cash and bonds, is \$445,170, viz:

In bonds of the city and county of St. Louis \$325,000 00
Bonds city of Carondelet 25,000 00
In cash from subscribers 95,170 00
To which add prod. of bills payable 19,391 59
First instalment of the State bonds 50,000 00 69,391 59

And the total receipts in cash and bonds are \$514,561 59

Of which there has been paid out:	
For construction, in cash	28,951 61
In bonds of the State	25,000 00
In bonds of the city and county of St. Louis	46,000 00 71,000 00
Together	\$99,951 61
For engineering, cash	43,822 27
For contingencies and office expenses, including salaries of President, Secretary, Treasurer and Counsellor	10,448 09
For land, and damages for right of way	10,742 70
For real estate	20,177 10
For interest	948 63
For fencing	30 00
Making disbursements	186,115 40
Balance	\$328,446 19
On hand, city and county bonds	279,000 00
Carondelet bonds	25,000 00
State bonds	25,000 00
	\$329,000 00
Over drawn on Treas. in cash, diff.	553 81
	\$329,000 00

The following gentlemen were elected directors for the ensuing year:

L. M. KENNEDY,	Dr. C. CAMPBELL,
JAMES HARRISON,	EDWARD HAREN,
LOUIS V. BOGY,	ADOLPHE ABELES,
MADISON MILLER,	HENRY T. BLOW,
A. H. HACKNEY,	WM. M. MCPHERSON,
F. P. BLAIR, JR.,	JOHN SIMONDS,
	JOHN J. ANDERSON.

Marietta and Cincinnati Railroad.

CHILlicothe, O., November 18, 1854.

H. V. POOR, ESQ.

Dear Sir:—Inasmuch as the opening of the Marietta and Cincinnati Railroad from Chillicothe to a Cincinnati connexion, has given that work a prominent place among the first class roads of the West, I permit me to post up your readers, in a few words, as to its condition and prospects.

1. The line has been located, and under contract, from Cincinnati to Wheeling, 260 miles, since July, 1853. Particular attention, however, has been given to finishing, first, the Western Division which extends from Athens, on the Hocking river and canal, to the "Queen City." Thence, although there are but short intermissions, between working stations, along the whole route, yet the western division of the road shows the greater forwardness. The grading, masonry, bridging and "righting up," ready for the iron, is nearly all done from Chillicothe to Athens, 60 miles. West of Chillicothe, the iron is down, to Blanchester, (57 miles,) a point on the Hillsboro and Cincinnati road—united with the works I am describing.— Owing to the more difficult character of the work it has been necessary nevertheless, to expend more money thus far, on the eastern, than on the western division.

2. The opening hence to Cincinnati, forms a direct railway line almost as short as nature will admit, from the heart of this great provision-producing region, to the commercial centre of the west. Heretofore, the transit has been *via* the Ohio and Erie canal and the Ohio river, a distance of 165 miles when it could be traversed at all, (by permission of drought or ice.) The railroad distance is less than 100 miles—time 5½ hours under present arrangements, to be reached to 4.—

You may well suppose, therefore, that the road is already doing a good business, both in freight and passengers—which is the fact.

3. It is by pushing the track-laying some 32 miles eastward of this point, however, that the most marked benefit of the work, as a freight-carrier, remains to be demonstrated. That will open the line from the village of Charleston, Vinton county, through the northern portion of Jackson county, and middle of Ross, to Cincinnati, and the Ohio canal, at this place. Six new iron furnaces, and quite a number of old ones, running from 10 to 15 tons of *pigs* daily, each, await impatiently the track-laying to Charleston, in order to give this road their business. Even now, ox-teams form the furnaces, are arriving in Chillicothe with the metallic treasure, every few days, while much more of it seeks the Ohio river, waiting for a rise of water, while prices are going down. The M. & C. road will enable the furnace-men to regulate their prices according to their ability to produce.

Again, 27 miles east of this, the road strikes the coal fields. Bituminous coals, of remarkably fine qualities for furnace, forge or domestic purposes, abound in this region, in hills which jut up to the road, in many places. The owners of these mines are making preparations for coal digging on a scale commensurate with the wants of the market. These wants are likely to become clamorous and pressing, towards spring, from the fact that the low condition of the stream of the Ohio river these six months past, prevented any thing like an adequate supply of coal from reaching Cincinnati. The article is even now very high priced in that city.

At Charleston, (above named,) the Scioto and Hocking Valley road, (projected from Portsmouth, at the mouth of the Scioto, to Newark, the present southern terminus of the Sandusky and Mansfield road,) is intersected. The union of these two roads at Charleston, will enable the lines to compete with the Ohio river for the travel of Southern Ohio.

4. The M. & C. road has, of course, sympathized deeply with the works of similar character, during the late and pending money difficulties.— It has been fortunate, however, in the ability of its directory, as well as in the intrinsic value of its securities, based upon the *condition and necessity* of the work. Its favorable grades and curves, and superior weight and pattern of rail (Winslow's Compound T,) expressly fit the road for its great prospective business, the transportation of coal and iron; and its directness, East and West, in view of the important Philadelphia, Baltimore and St. Louis connexions, at its terminal points, and Southern and south-eastern communications along the line, point the work out, as perhaps the most promising unfinished line existing in the West.— It is these properties and qualities which have sustained the work while others of less intrinsic value have been obliged to suspend. These have secured to this road the countenance and co-operation of Philadelphia, Wheeling, the Pennsylvania Railroad Company, the counties and cities along the line, the \$150,000 subscription by the city of Cincinnati, and private subscriptions, making the aggregate subscribed capital some \$5,000,000.— These have given the work the *prestige* of success even among the cautious capitalists of Paris and London, who have, during the present autumn

purchased more liberally of the securities of this than of any other unfinished road in America.— These, during the past week, have placed the bonds of the Marietta company, in the hands of purchasers in your city, at 91 per cent., a price now accorded only to first class securities on great lines.

By a modification, recently, of the corps of officers, Noah L. Wilson, Esq., (a director from the beginning,) has been chosen President of the M. & C. R. Co.; W. S. Nye, Vice President; John Maderia, Treasurer; D. Putnam, Marietta, and A. B. Walker, Athens, Assistant Treasurers; and Seneca W. Ely, Secretary. The engineering department is unsurpassed in ability, consisting of John Waddle, Esq., (for twenty years a leading engineer on the State Works of Ohio,) C. Engineer; Sylvester Medbery, (well known in the west) consulting engineer; and Jacob Bickensderper, (just elected by 75,000 majority, to the State Board of Public Works,) Chief Engineer of the Eastern Division of the road.

I should have stated above, that the iron for the whole line, from Cincinnati to Wheeling has been purchased—enough of which has reached this point to extend into the mineral region above alluded to. Thus far, some \$200,000 have been expended in locomotives and road furniture.

Respectfully yours,

J. P. R.

New Albany and Salem Railroad.

This company was originally organized under a law of the State of Indiana passed in 1842, authorizing private companies to take up and finish works which had been abandoned by the State in consequence of financial embarrassment. Among the works commenced was a *McAdamized* road from New Albany and Crawfordsville, in Montgomery County, but which was abandoned after having been graded to New Salem, 35 miles. In 1846, the Legislature passed a law authorizing such company as might be formed, to construct a railroad upon the line of the proposed *McAdamized* road. Under the above acts, the New Albany and Salem Company was organized. By subsequent acts the personal liability clause in the law of 1846 was repealed; and also the clause by which the State had reserved to itself the right to repeal, or amend the charter. The amendments also give the company authority to extend their road to any point, or points, within the State. The company are under no restrictions as to rate of tolls or profits to be received.

The work of construction on that portion of the road between New Albany and Salem was commenced in the spring of 1848, and the road opened to Salem in August, 1850. The second division from Salem to the East Fork of White River was put under contract in August, 1849, and opened to White River in May, 1852. On the first day of July, 1853, 173 miles of road had been completed; viz 67 miles between Lafayette and Michigan City; 28 between Crawfordsville and Lafayette, and 78 between New Albany and Bloomington. In September of the same year the entire division between Lafayette and Michigan City was opened for business; and on the 24th of June, the whole line of 288 miles. Under the charter which authorized the extension of the road to any part of the State, a road has been constructed from Michigan City to the State Line of Illinois, a distance of 40 miles, under the auspices of the Michigan

Central Railroad. As a consideration for the right to avail themselves of the above provision in the charter of the New Albany and Salem Railroad, the former subscribed \$500,000 to the stock of the latter, to be expended on that portion of the road between Michigan City and Lafayette, and have built and run that portion of the road from Michigan City to Chicago, which is only nominally a portion of the New Albany and Salem Railroad. The New Albany and Salem Company are also constructing a branch road from Gosport to Indianapolis, a distance of 28 miles.

The following is a statement of the financial condition of the company on the 20th of July, 1854, the date of the last annual report.

Ten per cent. mortgage bonds, payable \$100,000 annually from 1859 to 1864	\$500,000
Eight per cent. mortgage bonds, payable from 1864 to 1875	2,325,000
Seven per cent. mortgage bonds, payable in 1862	175,000
Seven p.c. cent. mortgage bonds, payable in 1863	1,000,000
Floating debt	302,250

Total funded and floating debt	\$4,302,250
Capital stock paid up	2,387,900

Total amount of capital and debt \$6,690,150
Of the last issue of bonds, \$227,000 are reserved to pay interest.

The total cost of the road up to the same date has been as follows.

Locomotives	\$233,400 86
Freight and Passenger Cars	301,891 56
Depots and Water Stations	114,277 14
Engine Houses and Machinery	100,041 54
Real Estate	108,001 58
Interest on Stock and Bonds during construction	\$451,876 61
Less net earnings of Road	245,936 18
	205,931 43
Discount on Bonds	498,022 50
Construction of Road, including grading, bridging, right of way, iron, ties, track-laying, &c.	4,393,156 87
Engineering	26,090 38
Incidental expenses, officers salaries, &c.	43,710 73
	\$6,034,524 59

The unexpended means of the Company, in addition to the proceeds of the sale of bonds reserved for the payment of interest, as stated above, is—

The bonds of Montgomery County, taken for a subscription of stock, and pledged as collateral security on \$175,000 of 7 per cent. bonds, sold by Crawfordsville and Wabash Railroad Company, previous to the consolidation of the two Companies	\$100,000 00
Balance due on stock subscriptions East and West	270,425 41
Real Estate on hand not necessary for use of Road	60,000 00
	\$430,425 41

Of the above amount, there will be available for the current year, collections on stock 211,000 00
Sales of Real Estate 10,000 00
To which may be added the net receipts of the road for the current 6 months 180,000 00
Total available means \$401,000 00

The receipts of the road for the six months ending June 30th, were, from

Freights	\$107,950 97
Passengers	98,422 24
Mail	5,759 55
	\$212,132 76

Expenses, including fuel, oil, repairs of track and machinery, station and train service, &c. 97,788 96

Net Receipts \$114,343 80

Progress of the Grand Trunk Railway.

The Grand Trunk Railway of Canada, as established by the several acts of the Provincial Parliament, consolidating various lines previously chartered, extends from the city of Portland, Maine, to Port Sarnia, C. W., at the foot of Lake Huron, on the West—with a branch line to Quebec, which line is to be extended Eastward as far as Trois Pistoles. The lines finished and under contract, are as follows:

Portland to Montreal 292 miles

Quebec to Richmond 100 "

Quebec to Trois Pistoles 153 "

Montreal to Toronto 345 "

Toronto to Sarnia 172 "

Belleville to Peterboro 50 "

Total 1,112 miles.

Of these two sections, that from Portland to Montreal is opened for business. The Quebec and Richmond section is about to be opened. The line from Montreal to Brockville, 125 miles, will be opened for traffic in September, 1855, and from Toronto to Stratford, 90 miles, Oct. 1st, 1855, from Toronto to Whitby, 38 miles, and from Quebec to St. Thomas, 40 miles, in the course of the same month, making 290 miles to be opened in the autumn of 1855, or 682 miles in all, including the Montreal and Portland, and Quebec and Richmond sections. In 1856, 197 additional miles will be opened, making an aggregate of 879 miles to be opened for traffic within two years from the present time. As to the remaining 233 miles the time for their completion is not determined.

These facts, and all other information contained in this article, are furnished us by Sir Cusack Roney, Managing Director of the Grand Trunk Railway, and are the same as stated in the testimony recently given by him in writing, to the Railway Committee of the Parliament of Canada.

The capital of the Grand Trunk Company, is £9,500,000 sterling, or \$46,075,000. The total amount subscribed to the Grand Trunk Railway in London in April, 1853, was £8,083,600. The remaining portion of the £9,500,000 consists of capital raised prior to the amalgamation, by the following Companies:

St. Lawrence and Atlantic Railroad
shares £246,100
Bonds of the Province 400,000
Other bonds 233,000

Total	£879,100
Quebec and Richmond shares	£305,000
Bonds	100,000
	£405,000
Toronto and Guelph shares	£132,300
	£132,300

Total	£1,416,400
Subscriptions in 1853	8,083,600
	£9,500,000

The capital subscribed, consisted of stock £4,181,400, Company's bonds £2,090,700, Province Debentures £1,811,500.

Of this capital there has been paid, upon stock £883,156, Company's bonds £553,327, Provincial Debentures £735,417, or a total of £2,171,900, or £10,533,715.

It may be proper in this connection to say, that since the foregoing statements were prepared, a further assessment of £2 10s. per share, payable

October 9, 1854, has been called in, which was very promptly paid, adding very largely to the amount of the Company's receipts, as above stated.

The contracts for the Grand Trunk Railway include also the building of the Victoria Bridge.—Taking these contracts by sections the prices are as follows:

The Victoria Bridge.....	£1,400,000
Montreal to Toronto, 345 miles.....	3,000,000
Belleville to Peterboro, 50 miles.....	400,000
Toronto to Sarnia, 172 miles.....	1,876,000
Quebec to Richmond, 100 miles.....	650,000
Quebec to Trois Pistoles, 153 miles.....	1,224,000

Total..... \$8,050,000

The contract for the Victoria Bridge provides that an additional £100,000 may be paid to the contractors, in case the Engineer in Chief of the Company shall, on the completion of the work, be satisfied that that additional sum should be paid to Messrs. Peto & Co., therefor.

The section from Toronto to Sarnia is under contract to Canadian contractors, Gzowski, Galt, Holton & McPherson. All other portions of the line including the Victoria Bridge, to the English contractors, Messrs. Peto, Brassey, Betts & Jackson.

There has been already expended, on the

Victoria Bridge about.....	£150,000
Toronto and Montreal section.....	1,131,068
Quebec and Trois Pistoles section.....	165,350
Quebec and Richmond section about.....	50,000
St. Lawrence and Atlantic section about.....	315,000
Toronto and Sarnia section.....	576,578

The amount of money actually expended by the Grand Trunk Company, including the capital paid in on the Quebec and Richmond, and the St. Lawrence and Atlantic lines, which are now consolidated into it, is £3,721,900, or \$18,051,215. To this should be added the cost of the line from Portland to Island Pond amounting to about \$6,000,000 more, including the large expenditures in Portland for stations, wharf accommodations, &c., at the India St. Station.

The contracts for the various lines require them to be equal to any first class English Railway, and superior to any now known in use on this continent. The bridges are to be of masonry, or brick work, with iron tubes across the spans. All these tubes are on the plan of the well known Britannia Bridge across the Menai Straits in Wales. The stations and all other buildings, such as repair shops, &c., are to be of brick, or stone, covered with slates or metal. The contracts include a supply of engines, cars, both passenger and freight, as well as gravel cars, snow ploughs, repair shops, water houses, wood sheds, in short every article required for the efficient working of the railway. The only exception to the above is on the Quebec and Richmond section where wooden buildings are allowed.

Extensive as are the preparations for the transaction of business at Portland, they appear quite insignificant in comparison with those in progress at Montreal. The Company have purchased for their depot grounds at Point St. Charles over 100 acres in one extended flat or plain, upon which they are now erecting engineer and car works, on a most extended scale, and upon which station houses for passengers and freight, are already in progress.

But the most imposing as well as the most attractive of all the works of the company, and, in fact the most observable object at Montreal, is the work already done on the Victoria Bridge. £200,000 will be expended upon it the present year, and it is intended to expend from £200,000 to £250,000 each year during its construction. All the preliminary arrangements for carrying out the work have been organized, and Pier No. 1, next to the north'ab'tment, is finished. It is 90 feet long, 15 feet wide and 38 feet above the summer level of the river. No. 2 is progressing very satisfactorily.—The northern abutment, which is 242 feet long by 90 feet wide, is already brought nearly as high as

the winter level of the St. Lawrence, and is to be carried 34 feet above the bed of the river. From this abutment to the North shore of the St. Lawrence there is a solid stone embankment, faced in rough masonry, toward the current 1,200 feet in length, and is so far finished as to be occupied by a railtrack over which the stone for the piers is now transported. The Titanic proportions of the works already executed, involuntarily excite the strongest emotions of wonder and admiration.

The bridge will consist of 25 spans or spaces for navigation between the twenty-four piers (exclusive of the two abutments) for the support of the tubes. The centre span will be 330 feet wide and each of the other spans will be 242 feet wide. The clear distance between the ordinary summer level of the St. Lawrence and the under surface of the centre tube is to be 60 feet, and the height diminishes towards either side, with a grade of 1 in 136 or 140 feet in the mile, so that the outer or river edge of each abutment the height is 36 feet above the summer level.

The bridge is so located as to be in full view from all parts of the city of Montreal, where it will always remain the greatest object of attraction to the pleasure tourist and the lover of art,—throwing far into the shade the most renowned of all the works of ancient and modern times—not excepting even the Pyramids of Egypt, the Parthenon of Athens, or the Roman Coliseum.—*State of Maine.*

Meeting of the Stockholders of the New Haven R. R.

At an adjourned meeting of the stockholders of the New York and New Haven R. R., held on the 7th instant at New Haven, the following resolutions, which were adopted by a stock vote of 7,635 to 4,381 shares will indicate the action of the meeting.

Whereas, It is apparent that to promote the prosperity and success of the New York and New Haven Railroad Company, its affairs should be conducted by Managers or Directors enjoying the full and entire confidence of the stockholders, and it is believed that the gentlemen at present holding the place of Directors do not possess that confidence believed to be so essential, therefore,

Resolved, That the Directors be, and they are hereby requested to form a new Board, by successive resignations and by filling vacancies, agreeable to the 6th section of the act of incorporation.

Resolved, That the following persons be, and they are hereby proposed as suitable persons to fill such vacancies, viz: James I. Roosevelt, New York; J. Phillips Phoenix, do.; Geo. W. Miller, New York; Dennis Kimberly, New Haven; Nath'l A. Bacon, do.; Moncure Robinson, Philadelphia; Wm. L. Lyon Greenwich; Peter T. Homer, Boston; Wm. W. Billings, New London.

Resolved, That we approve of the course of the Directors in having submitted the question of liability to the eminent counsel, Messrs. Noyes and Wood, and we recommend said opinion as a safe guide for their future action, and that it would be unwise, inexpedient, and hazardous for this meeting, this corporation or its Directors, to attempt in any form to subject the Stockholders to a burden which neither the law nor equity impose upon them.

Resolved, That the Directors be requested to engage the services of Hon. Roger S. Baldwin, of New Haven, as associate counsel with Messrs. Noyes and Wood, to defend the corporation in all actions which may have been or may be brought against it.

The meeting was numerously attended, and the resolutions were adopted after a long and excited discussion.

The action of the stockholders cannot affect the question of the liability of the company on account of the over-issues. They cannot *vote off* their liabilities, neither could a majority, by vote, bind the company to an illegal act. If the over-

issues be strictly *illegal*, then any stockholder could enjoin the company against their assumption. The question of liability is one of *fact*, not of popular *opinion*, and no progress is made by conventions, or the resolutions of stockholders. The matter will have to be settled by the courts of *law*, and the sooner their decision is obtained, the better.

But the case is full of difficulties from the different relations that the holders of the fraudulent stock sustained toward Schuyler. The *equities* of an *innocent* purchaser at second hand may be very different from those who purchased direct from Schuyler. It may be decided that the offering for sale of two thousand shares, say, in one certificate, and by a man who for a long time had been an inveterate borrower, was calculated in itself to awaken suspicion that all was not right; and if taken under such circumstances it was at the peril of the buyer. All such questions may have to be considered, so that one decision may settle only a class of cases instead of the whole.

In view of this fact a compromise which should result in the *fair* thing to all parties would seem to be very desirable; otherwise the property of the company may be sacrificed to numerous and interminable law suits.

With regard to the solicited resignation of the directors, it is stated that they will *not* resign, at present, at least. We should say that a proper appreciation of their position before the public, taken in connection with their past history would have induced them to resign long ago. Just look at the facts of the case. Here is a road that has been grossly *mismanned* for years, with substantially the same direction as at present. That both in the case of the Schuyler fraud, as well as in other matters, they are culpable to an extent, which in the opinion of many of our best lawyers, is sufficient to create a *personal* liability; there is no dispute. Look at a fact to which we recently called attention, their omission to make the *customary* report to the legislature for the past year. The incipient peculations of Schuyler were undoubtedly the reason why it was not made. Why did they not look into the matter, and compel him to make one. Had they done so, the fraud might have been discovered, or put a stop to. Will they answer this question?

Here is a palpable, tangible charge of misconduct. But no one, we presume, believes that they knew or cared how the company was managed. They had no pecuniary interest in the road to amount to anything. As far as the company were concerned, they were mere puppets of Schuyler, to enable him the better to play out his schemes. That such men after such a history, followed by such a catastrophe, should not take the first hint to clear out, is new proof of their want of a common appreciation of the duties of their position. They are at best but agents of the company unaccompanied by any interest that can constitute an apology for holding on.

Have not railroad companies a *right* to turn away incompetent or unfaithful agents at pleasure? If not, matters have come to a pretty pass. Did the directors sustain similar relations to an individual, the only notice they would have to quit, would be a *vis à vis*, sufficient to remove them instantly both from their positions and responsibilities.

Notice to Contractors.

OFFICE OF THE ALA. & FLA. R. R. CO. OF ALABAMA.
Montgomery, Ala., Nov. 3d, 1854.

SEALED proposals for the Graduation, Masonry and Bridging of sixty (67) seven miles of the Ala. & Fla. Railroad of Alabama, extending from Montgomery to the junction of the Sepalgat and Persimmon Creeks in Convent County will be received at the office of the Company until the first Monday in December next.

Plans, specifications and profiles will be ready for inspection on and after the 15th inst.

The work on the first 25 miles is light, and the time allowed for the completion of contracts on this portion of the line will be 12 months.

On the remainder of the line two years will be given.

The payments offered are $\frac{2}{3}$ in cash and $\frac{1}{3}$ in the capital stock of the Company.

The provision crop along the line has been abundant, the country is perfectly healthy and work of such inviting character both in profile and material is rarely offered.

46 St. SAMUEL G. JONES, Chief Eng'r.

Iron Rolling Mill Property for Sale.

The particular attention of capitalists desiring to enter AT ONCE (WITHOUT THE DELAY of putting up new works,) into the manufacturing of Iron, is called to the following:

The mill is situated UPON TIDE WATER (and ACCESSIBLE at ALL SEASONS of the year for shipments) between New York and Philadelphia—Coal can be had at the very lowest rates—and in point of convenience and situation is perhaps SECOND to NONE IN THE COUNTRY. In ADDITION to its PRESENT adaptation to the manufacture of MERCHANT AND BOILER IRON, it has machinery in operation for making WROUGHT IRON RAILROAD CHAINS AND SPIKES, and could readily be prepared for MAKING RAILS together WITH ALL THE advantages of a first-class establishment. It is well known that in the present prosperous condition of the business THE PROPERTY WILL PAY ITSELF IN ONE YEAR and the reason of the property being disposed of, is that the owner is engaged in a heavy business in the State of New York. A VERY LIBERAL SPECIAL charter may BE BOUGHT, under which the Mill can be worked, if wanted. It is needless to say more, as parties interested can obtain all information by applying to

J. WOOD & SON,

76 South 4th street, Philadelphia.

P. S.—A portion of the purchase money may remain on the property, or otherwise. 44. 4t.

THOS. M. CASH,
PHILADELPHIA RAILWAY AGENCY,
FOR THE PURCHASE OF ALL ARTICLES
required by

RAILROAD COMPANIES
ON COMMISSION.

Office No. 50 South Fourth Street, near Walnut,
PHILADELPHIA.

REFERENCES.

RICHARD NORRIS & SON, Locomotive Builders, Philadelphia.
W. M. D. LEWIS, Esq., Pres't Catawissa R.R. Co.,
CHARLES H. FISHER, Esq.,
JOHN CALDWELL, Esq., Pres't S. Carol'a R.R. Co., Charleston.
J. PINCKNEY HUGER, Esq., Pres't N. East' R.R. Co.,

SEYMOUR, MORTON & CO.,
GENERAL RAILROAD AGENCY,
Office, Metropoliitan Bank Building, No. 110 Broadway.

HAVE to dispose of at private sale, in amounts to suit por
sons desiring to invest, the following valuable Securities:
LOUISVILLE CITY BONDS, at 36 years.

OHIO AND MISSISSIPPI R. R. STOCK, drawing interest.
MAYSVILLE AND LEXINGTON MORTGAGE BONDS,
at 24 years.

MAYSVILLE AND LEXINGTON R. R. STOCK.
SCIOTO AND HOCKING VALLEY R. R. STOCK.

SCIOTO AND HOCKING VALLEY R. R. FIRST

MORTGAGE CONVERTIBLE BONDS.

LOUISVILLE AND NASHVILLE R. R. STOCK.

BUFFALO AND STATE LINE R. R. BONDS.

They are prepared to negotiate contracts for the construction and equipment of railroads in any part of the country, including furnishing corps of engineers and contractors, locomotive engines and cars, railroad bridges, McCallum's Patent, railroad iron, chairs, pikes, switch iron, &c., &c.

New York and Erie R. R.

On and after Wednesday, Sept. 20th, and until further notice

PASSENGER TRAINS

will leave Pier foot of Duane street,

as follows, viz:—

BUFFALO EXPRESS, at 6 a.m. for Buffalo.

DUNKIRK EXPRESS, at 6 a.m. for Dunkirk.

MAIL, at 8 A.M. for Dunkirk and Buffalo, and intermediate stations.

ROCKLAND PASSENGER, at 3½ p.m., (from foot of Chambers Street) via Piermont, for Suffern and intermediate stations.

WAY PASSENGER, at 4 p.m., for Otisville, and intermediate stations.

NIGHT EXPRESS, at 5½ p.m. for Dunkirk and Buffalo.

EMIGRANT, at 6 p.m., for Dunkirk and Buffalo and intermediate stations.

On Sundays only one Express Train—at 5½ p.m.

These Express Trains connect at Buffalo with first-class

splendid Steamers on Lake Erie for all ports on the Lake;

and at Dunkirk with the Lake Shore Railroad for Cleveland,

Cincinnati, Toledo, Detroit, Chicago, etc.

D. C. McCALLUM, General Sup't.

Notice to Contractors.

CHIEF ENGINEER'S OFFICE,

Columbus, Ga., Sept. 5th, 1854.

SEALED PROPOSALS, will be received by the undersigned at this office until the 1st day of December, for the clearing, graduation, Track-Laying, together with the building of all Bridges and Culverts of the Western Division of the Mobile and Girard Railroad, extending from Mobile to Greenville, covering a distance of 120 miles.—The work will generally be divided into one mile sections, and bids may be made for one or more of these sections. Separate proposals are desired for the Track Laying, building of Bridges and Culverts, likewise for the building of the Trestle work 5½ miles in length, across the Tensas and Mobile Rivers, with the intervening swamps; the Trestle will be 12 feet high, built upon Black Cypress Piles, found in abundance and adjacent to the line, the two rivers will be crossed with the common pile bridging, with Truss Pivot draw in the centre of each.

Specifications with the form of the Contract and Proposals, may be had of the undersigned upon application.

Plans, Profiles, and estimates of that portion of the line, are now ready for examination, and parties proposing will please designate it as such upon the envelope.

The country is healthy, with no swamps after leaving the Tensas River; from Mobile to the river (18.5 miles) the grading is light, and country very healthy at all seasons of the year; after the line leaves the Tensas River, it passes through and on the ridge that divides the Alabama and Conecuh waters, easy of access by the Alabama River, and through a section of country well stocked on either side with provision.

Payments will be made one third ($\frac{1}{3}$) in current funds, one third in the Capital Stock of the Company bearing (.08) per cent. interest payable in Stock, until the Road is completed, then to cease and become common stock of the Road, and relying upon the earnings of the same for dividends; the balance ($\frac{1}{3}$) to be paid in the (.08) per cent. Convertible Bonds of the Company, maturing in 2 or more years at the option of the Contractors, Coupons payable semi-annually, either in Columbus, Ga., Mobile, Ala., or in N. Y., at the option of the holder.

To bidders personally unknown to the undersigned, Bond and approved security will be required, to an amount not exceeding ($\frac{1}{4}$) the amount of the contract, for the timely and faithful completion of the same.

22½ miles of the Road from Girard west will be open for business the first of November, and 52 miles nine months thereafter. It is the intention to have the entire line of 246 miles open for business early in 1858.

St. 37.

GEO. S. RUNEY.

Railroad Iron.

500 TONS NO. 1 Glengarnock Scotch Pig Iron in lots to suit purchasers for sale by

NAYLOR & CO.,

99 and 101 John st.

N. B.—The above Iron constantly imported 32 ft.

Ontario, Simcoe & Huron R.R.

CANADA.

THIS road opened in May last to Lake Simcoe is expected to be completed to the Georgian Bay, Lake Huron a distance of 96 miles in June next where it will form the shortest and most agreeable route to the North Western States to Lake Michigan and to the Mineral Regions of Lake Superior.

At present the Passenger Trains leave Tordato for Barrie (64 miles) daily at 8 a.m. and 3.30 p.m., returning the same day—On the opening of the navigation a Steamer will ply on Lake Simcoe in connexion with the Trains and will convey passengers through that Lake and Lake Conichieching to Orillia whence a short portage of eighteen miles will take them to the waters of Lake Huron to the Steamer (Kaloolah) which runs to the Sault St. Marie and intermediate ports forming the most expeditious and agreeable route to the Mineral Regions of Lakes Huron and Superior.

Arrangements will be made on the completion of the road to the Georgian Bay for a line of first class Steamers to extend their trips to the ports on Lake Michigan.

ALFRED BRUNEL,

Superintendent.

Railroad Iron.

THE Undersigned, having made arrangements abroad, are prepared to contract for the delivery of Foreign rails, and approved brands upon the most favorable terms.

They will also make contracts for American rails, made at their Trenton Works, from Andover Iron, in whole or in part, as may be agreed upon.

They are prepared to furnish Telegraph, Spring and Market Wire; Braziers and Wire Rods; Rivets and Merchants Bars to order, all made exclusively from Andover Iron. The attention of parties who require Iron of the very best quality for special purposes, is respectfully invited.

COOPER & HEWETT

February 15, 1850. 17 Burling Slip, New York.

For Sale.

A STATIONARY Engine having cylinders 18 inches bore and 20 inches stroke, complete in all respects and finished in the best manner. Has been in use about six months.

ROGERS, KETCHUM & GROSVENOR,
Paterson, New Jersey,

jul.14 29 tf.] or 74 Broadway, New York.

The Lowell Machine Shop

CONTINUES to manufacture to order, FREIGHT and PASSENGER LOCOMOTIVES of different classes, with the most modern improvements.—

also MACHINISTS' TOOLS,

especially adapted to Railroad Repair Shops, and to the construction of machinery generally. These Tools are of the most approved construction and consist in part of Engine Lathes, Hand Lathes, Vertical Drilling Lathes, and Planers of various sizes and lengths, Compound Planers, Shaping Machines, Slotting Machines, Bolt and Nut Machines, Gear Cutting Engines, Chucks, Compound Slide Rests, Machines for boring Crank Pin Holes in Locomotive driving wheels, Trip hammers, &c., &c.

COTTON MACHINERY of all descriptions, BOILERS, SHAFTING and MILL WORK, CASTINGS, and all work usually done in Machine Shops and Foundries.

WILLIAM A. BURKE, Sup't, Lowell, Mass.
J. T. STEVENSON, Treasurer, 5 Tremont st. Boston.

WANTED.—To take charge of the sale or introduction of certain valuable PATENTED MECHANICAL INVENTIONS, a person who can furnish satisfactory evidence of character and ability, for such business.—Address, stating views as to remuneration, &c., L. P. C., Post Office, New York.

44 St.

NEW YORK AND ERIE RAILROAD LOAN.

N—The Committee appointed to report in regard to the financial affairs of the New York and Erie Railroad Company, beg leave to recommend:

That the Company advertise for sealed proposals, to be opened on the 10th of January next, for the purchase of \$4,000,000 7 per cent. Bonds, redeemable in twenty years, with interest, coupons payable 1st February and 1st August.

And that for the purpose of gradually reducing the debt of the Company, the New York and Erie Railroad Company pledge themselves in said Bonds to pay monthly, commencing on the 1st of March next, the sum of thirty-five thousand dollars into the hands of the United States Trust Company of the city of New York to be by them invested, as well as all accruing interest, in the bonds of the NEW YORK AND ERIE RAILROAD COMPANY of the present issue, as long as they can be purchased at or under par. And that whenever the said Bonds of the new issue cannot be purchased at or under par, then the said Trustees shall invest the said monthly payments and the accruing interest in any Bonds of the New York and Erie Railroad Company which can be purchased at or under par.

And whenever it shall be impossible to purchase any of the Bonds of the New York and Erie Railroad Company at or under par, then the said Trustees shall invest the said monthly payments and all accruing interest in such Bonds of the New York and Erie Railroad Company as can be purchased at the lowest rate.

And all Bonds on being purchased by said Trustees shall be cancelled by writing or printing on the face "Held by the Sinking Fund of the New York and Erie Railroad Company," but that the interest warrants on said cancelled Bonds shall be collected by said Trustees, as they become due, until the monthly payments of the New York and Erie Railroad Company and the accruing interest or the conversion of convertible Bonds into Stock of this Company, shall have reduced the entire debt of the Company to \$20,000,000. After which the said monthly payments shall cease, and the trust vested in such Trustees be closed, and all cancelled bonds and the unpaid interest warrants delivered to the NEW YORK AND ERIE RAILROAD COMPANY.

The successful bidders will be required to pay 10 per cent. in cash on the notice of the acceptance of their bids; 20 per cent. on the 20th of January; 30 per cent. 1st February; 20 per cent. 15th February, and the balance on the 1st of March.

The Income Bonds of the NEW YORK and ERIE RAILROAD COMPANY will be received in part payment at par, and the accrued interest till day of surrender to the Company.

The Directors of the NEW YORK and ERIE RAILROAD COMPANY, in offering the present loan to the public beg leave to state that it will be amply sufficient to pay the Income Bonds redeemable on the 1st February next, and the entire present floating debt of the Company, as well

of the Company will render it perfectly evident that it is proper and justifiable to reopen it, so as to increase the present capacity of the Road.—Therefore

Resolved, That any and all future expenditures beyond the amount to be derived from the proceeds of the new loan, after reimbursing the Income Bonds due 1st February next, be charged to transportation expenses.

Resolved, That as often as the Bonds purchased by the Sinking Fund amount to 10 per cent. on the Capital Stock, this Company will, upon receiving due authority from the Legislature of this State, declare at the next semi-annual dividend day a stock dividend of 10 per cent.

Resolved, That the resolutions be published in the daily papers, so that the public have cognizance of the future policy of the Company.

(Signed.)

CHARLES MORAN.	Special Finance Committee.
SHEPHERD KNAPP.	
WILLIAM E. DODGE.	
NELSON ROBINSON, GEORGE F. TALMAN.	

NEW YORK, Oct. 21, 1854.

Sealed proposals will be received at the office of the NEW YORK AND ERIE RAILROAD COMPANY in the City of New York, until the 10th of January, 1855, for the purchase of \$4,000,000 of the bonds of the Company, bearing 7 per cent. interest payable semi-annually on the 1st day of February and August, redeemable in twenty years.

The NEW YORK AND ERIE RAILROAD COMPANY pledge themselves in said bonds to pay monthly, commencing on the 1st of March next, the sum of thirty-five thousand dollars into the hands of the United States Trust Company of the city of New York to be by them invested, as well as all accruing interest, in the bonds of the NEW YORK AND ERIE RAILROAD COMPANY of the present issue, as long as they can be purchased at or under par; and whenever the bonds of the new issue cannot be purchased at or under par, then the said trustees shall invest the said monthly payments and the accruing interest in any bonds of the NEW YORK AND ERIE RAILROAD COMPANY which can be purchased at or under par. And whenever it shall be impossible to purchase any of the bonds of the NEW YORK AND ERIE RAILROAD COMPANY at or under par, then the said trustees shall invest the said monthly payments and the accruing interest, in such bonds of the NEW YORK AND ERIE RAILROAD COMPANY as can be purchased at the lowest rates. And all bonds when purchased by the said trustees shall be cancelled by writing or printing on their face: "Held by the Sinking Fund of the NEW YORK AND ERIE RAILROAD COMPANY;" but the coupons on such cancelled bonds shall be collected by said trustees as they become due, until the monthly payments of the NEW YORK AND ERIE RAILROAD COMPANY, and the accruing interests, or the conversion of convertible bonds into stock of the Company, shall have reduced the entire debt of the Company to \$20,000,000. After which the said monthly payments shall cease, and the trust vested in such Trustees be closed, and all cancelled bonds and the unpaid interest warrants delivered to the NEW YORK AND ERIE RAILROAD COMPANY.

The successful bidders will be required to pay 10 per cent. in cash on the notice of the acceptance of their bids; 20 per cent. on the 20th of January; 30 per cent. 1st February; 20 per cent. 15th February, and the balance on the 1st of March.

The Income Bonds of the NEW YORK and ERIE RAILROAD COMPANY will be received in part payment at par, and the accrued interest till day of surrender to the Company.

The Directors of the NEW YORK and ERIE RAILROAD COMPANY, in offering the present loan to the public beg leave to state that it will be amply sufficient to pay the Income Bonds redeemable on the 1st February next, and the entire present floating debt of the Company, as well

as to complete all the unfinished work now under way.

By a resolution of the Board of Directors, all future outlays of every kind beyond the proceeds of the present loan, will be charged to expense account, and paid from the income of the Company, after payment of the interest on the funded debt, and the monthly payment to the Sinking Fund.

After the negotiation of the present loan and the redemption of the Income Bonds, the position of the Company will be—

Stock	\$10,024,000
Bonds of 1867, First Mortgage	3,000,000
Bonds of 1859, Second Mortgage	4,000,000
Bonds of 1888, Third Mortgage	6,000,000
Bonds of 1862, Convertible	3,500,000
Bonds of 1871, Convertible	4,851,000
Bonds of 1875, present loan	4,000,000

Total \$24,875,000

In the opinion of the Directors it is perfectly safe to estimate the gross earnings of the Road, for the coming year, at \$6,000,000, from which must be deducted:

Expenses 55 per cent. \$3,300,000

Seven per cent. on debt \$24,-

851,000 1,739,570

Sinking Fund 420,000

Net revenue equal to over 5 per cent. on stock applicable to cash dividends and contingencies 540,430

The Directors of the Company are confident these estimates will be fully realized. The gross receipts since the Road has been in operation to Dunkirk, have been for pas'gers and freight alone—1851 to 1852 \$8,047,748. INCREASE.
1852 to 1853 4,138,424 \$1,690,676, say 35 $\frac{1}{2}$ per ct.
1853 to 1854 5,122,666 934,242, say 28 $\frac{1}{2}$ per ct.

The business of the road depending mainly on the local traffic, must inevitably increase in the same ratio as the population of the Counties through which it passes. In the opinion of the Superintendent, Mr. McCollum, the road in its present position and with its present equipment, can earn \$8,000,000. If the future increase in the receipts be estimated at only 15 per cent. per annum, which is not much over one-half of the average increase of the past the above utmost capacity of the road will be tested in 1858.

As to the running expenses, as they were only 53 $\frac{1}{2}$ per cent. in 1853 and 1854, there is every probability that with rigid economy and an increase in the traffic, they can be reduced to 50 per cent., but they have been estimated at 55 per cent., so as to leave ample margin for contingencies.

The effect of the monthly purchases by the Trustees, of the Bonds of the present issue on their market value, cannot fail to be immediate, and will insure to the original purchasers a certain profit within a moderate time; for whilst the amount outstanding will decrease each month, the absorption by the Sinking Fund will constantly increase by the accruing interest on the Bonds in the hands of the Trustees. In 8 $\frac{1}{2}$ years the Sinking Fund will absorb \$4,768,053, estimating all the purchases of bonds by the Sinking Fund to be made at par. That the Company will be in a condition to make promptly the monthly payments to the Sinking Fund, no one at all acquainted with the income of the Company can doubt for a moment. All the past difficulties of the Company have arisen from the necessity of contracting for expenditures, before securing the requisite funds to meet them. This is now entirely at an end, whilst the daily increasing revenue of the Company must inevitably increase the market value of its Bonds, as well as of its Stock, the latter of which will no doubt ere long take rank among our most solid investment stocks.

Proposals should be endorsed "Proposals for New York and Erie Railroad Loan," and addressed to DANIEL DREW, Treasurer, Erie, Pa.

HOMER RAMSDELL, President.

NATHANIEL MARSH, Secretary.
New York, Oct. 23, 1854.



Patent Wrought Iron Railroad Chair.

THE undersigned are now prepared to manufacture their Patent Wrought Iron Railroad Chair, at the rate of fifteen tons per day. They are made exclusively from best Trenton Iron, which received the prize medal for strength at the World's Fair at London.

The patent is for the CHAIR itself—which is formed by raising the lip out of the plate sufficiently high to receive the rail. It is obvious that while the strain upon the lip is so slight as to remove all danger of its breaking, it becomes less the more tightly the lip is made to clasp the rail. The cheapness and durability of the chairs, and the facility with which the track can be adjusted, commend them to public favor.

SIZES AND PRICES.

A Chair 8 by 7½ inches, 3-8 inch thick, cost 28½ cents.
" " " 7-18 " " 33 "
" " " 1-2 " " 37½ "
" " " 5-8 " " 47 "

Other sizes are made to order at equivalent rates. Sample Chairs will be forwarded, free of charge, on application to COOPER & HEWITT, 17 Burling Slip, New York.

December 1, 1852.

SEPTIMUS NORRIS,

CIVIL MECHANICAL & CONSULTING ENGINEER

OFFERS his services to Railroad Companies and Engineers, to provide them with Plans and Proportions of Locomotives for burning coal or wood; calling the attention of Engineers and Railroad Managers to his New Patent Boiler for burning Anthracite Coal; also Plans for Depot Buildings, Railroad Tools, and all kinds of Machinery appertaining to Railroads; he will also superintend personally the construction and building of any Locomotives they may order, in this or any other city, so as to insure the Companies receiving good machines and faithful workmanship.

Having been engaged for many years professionally as Engineer upon many of our most important Roads, in their Location, Building and Equipment, and for the last 20 years practically engaged in the Manufacture of Locomotives, feels satisfied, he can save the Companies who may think proper to engage his services, many dollars, and loss by receiving imperfect machines, which have been built and put together hastily.

Address to No. 28 Summer st., Philadelphia.

To Civil Engineers.

A GRADUATE of one of the best schools of Civil Engineering in Europe, lately returned to this country, wishes to connect himself with an Engineer of eminence and experience as assistant.—References unexceptionable as to qualifications and character.—Address Engineer, Box 8285, P. O., New York. 2t 45

Railroad Iron.

2,000 TONS Railroad Iron, 54 to 60 lb. per linear yard. For sale by

THEODORE DEHON,

20½ Broadway,

New York.

Contracts made as above for Rails delivered at English or American ports at lowest rates.

NUGENT'S COLLEGE

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Public Square, Cleveland, Ohio.
E. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plan and Ornamental Penmanship, &c.

For further particulars address the Principal.

ENGINEERS.

Atkinson, T. C.,
Mining and Civil Engineer,
Alexandria, Va.

Barnes, Oliver W.,
Chief Eng. Pittsburg and Connellsville R.R. Co., Pittsburg, Pa.

Edward Boyle,
Chief Engineer, 2d, 3d, and 9th Avenue Railroads New York,
Office 123 Chambers st.

Clement, Wm. H.,
Little Miami Railroad, Cincinnati, Ohio.

Cozzens, W. H.,
Engineer and Surveyor, St. Louis, Mo.

Alfred W. Craven,
Chief Engineer Croton Aqueduct, New York.

Charles W. Copeland,
Steam Marine and Railway Engineer,
64 Broadway, New York.

Davidson, M. O.,
Civil and Mining Engineer, Cumberland, Md.

C. Floyd-Jones,
Division Engineer 3d and 12th Divisions,
ILLINOIS CENTRAL RAILROAD,
Vandalia, Ill.

Gay, Edward F.,
Civil Engineer, Philadelphia, Pa.

Gilbert, Wm. B.,
Syracuse and Binghamton Railroad, Syracuse, N.Y.

Gzowski, Mr.,
St. Lawrence & Atlantic Railroad, Montreal, Canada.

Grant, James H.,
New Orleans and Nashville R.R., Aberdeen, Miss.

Holcomb, F. P.,
Ohio Eng. Augusta and Waynesboro, and Savannah and P. nato
gola Railroads, Marthasville, Macon Co., Ga.

S. W. Hill,
Mining Engineer and Surveyor, Eagle River,
Lake Superior.

Huger, T. P.,
Northeastern Railroad, Charleston, S. C.

D. Mitchell, Jr.,
Chief Engineer Pittsburgh and Steubenville, and Chartiers Valley
Railroads, Pittsburgh, Pa.

Samuel Mc Elroy,
Assistant Engineer, New York Navy Yard.

Mills, John B., Civil Engineer,
Sackets Harbor and Saratoga R. R., 24 William St., N. Y.

J. Miller, J. F.,
Buffalo and Connoeont Valley Railroad, Avon, N. Y.

Morris, Ellwood,
Engineer and Agent DAUPHIN & SUSQUEHANNA CO.,
Cold Spring, Lebanon Co., Pennsylvania.

Septimus Norris,
Civil and Mechanical Engineer, Philadelphia.

Saml. & G. H. Nott,
Civil Engineers, No. 6 Miles' Building, Change Avenue, Boston.

Osborne, Richard B.,
Civil Engineer, Office 73 South 4th st., Philadelphia.

Pritchard, M. B.,
East Tenn. and Georgia Railroad, Knoxville, Tenn.

W. Milnor Roberts,
Chief Engineer Alleghany Valley Railroad, Pittsburgh, Pa.

Shanly, Walter,
Chief Engineer Bytown and Prescott Railway,
Prescott, Canada.

Roberts, Solomon W.,
Ohio and Pennsylvania Railroad, Pittsburgh, Pa.

Sanford, C. O.,
South Side Railroad, Virginia.

Schlatter, Charles L.,
Civil Engineer, Ogdensburg, N. Y.

Straughan, J. R.,
Ohio and Indiana Railroad, Bucyrus, Ohio.

Steele, J. Dutton,
Pottstown, Pa.

Charles B. Stuart,,
Civil Engineer, New York.

Edward W. Serrell,
Civil Engineer, 157 Broadway, New York.

P. J. Tournadre,
Chief Engineer Vicksburg, Shreveport and Texas R.R.,
Vicksburg, Miss.

Trautwine, John C.,
Civil Engineer and Architect, Philadelphia.

Troost, Lewis,
Alabama and Tennessee Railroad, Selma, Ala.

A. B. Warford,
Chief Engineer Susquehanna Railroad, Harrisburg, Pa.

Whipple, S.,
Civil Engineer and Bridge Builder, Albany, N. Y.

Wm. J. Young
HAS removed his Engineering and Surveying Instrument Manufactory to No. 33. North Seventh Street, Philadelphia.

BUSINESS CARDS.

Railroad Instruments.

THEODOLITES, TRANSIT COMPASSES AND LEVELS
on a new principle, with Fraunhofer's Munich Glasses, Surveyors' Compasses, Barometers, Chains, Drawing Instruments, etc., all of the best quality and workmanship, for sale at unusually low prices by

E & G. W. BLUNT,
No. 179 Water street,
New York, Dec. 1, 1851.

James Herron, Civil Engineer,
OF THE UNITED STATES NAVY YARD,
PENSACOLA, FLORIDA.,

PATENTEE OF THE
HERRON RAILWAY TRACK.
Models of this Track, on the most improved plan may be seen at the Engineer's office of the New York & Erie Railroad.

W. G. ATKINSON,
MINING ENGINEER, SURVEYOR AND DRAFTSMAN
CUMBERLAND, MARYLAND,
Will attend to business in his Profession in the Coal Region and vicinity.

REFERENCES:
Jerry Cowles, Esq., New York.
Col. Wm. Young, do.
Jas. W. McCulloch, Esq., late U. S. Treas., Washington.
June 25, 1853.

To Engineers, Architects and Draughtsmen.

THE undersigned begs respectfully to inform Gentlemen in the above professions, that he has constantly on hand a great variety of instruments for Field and Office use.

JAS. PRENTICE,
1 Chamber street, New York.

Feb. 2, 1853.

Gas Fixtures.

FIXTURES for Burning Gas for Lighting Public Buildings Private Dwellings, Stores and Factories, manufactured by the subscriber in great variety. Orders by Mail, or left at the Factory on Causeway street, will be promptly attended to.

HENRY N. HOOPER & CO.
Boston, March 23, 1850.

H. SAWYER
(of the late firm of SAWYER & HOBBY),
Manufacturer of Transits and Levels,
HAS removed to Union Place near Warburton Av., Yonkers, N. Y.

Sewall & Crehore
CIVIL ENGINEERS,
ST. PAUL MINESOTA.
JOSEPH S. SEWALL, CHAS. FRED. CREHORE.

Edge Tools.

THE Underhill Edge Tool Company manufacture from the best of Steel, and warrant every variety of Edge Tools for the New England, Southern, and Western trade, including Axes, Adzes, Picks and Chisels; all of which are constantly kept on hand at their Warehouse, 53 Kirby street, Boston.

December 14, 1852.

WM. S. SAMSON, Agent.